

FOR EUROPE & AMERICA
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT HIS
OUTPOSTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
With which is incorporated the
CHINA OVERLAND TRADE REPORT
Subscription, paid in advance,
\$12 per annum. Postage to any
part of the World \$2.

Hongkong Daily Press.

ESTABLISHED 1857

ON SALE
THE
DIRECTORY & CHRONICLE
FOR 1910.
Complete Edition ... \$10.00
Small ... 6.00
Agents in all the Foreign
Settlements throughout the Far
East.

No. 16,376. 號六十七百三千大萬一第 日六十月九年二統宣 HONGKONG, TUESDAY, OCTOBER 18TH, 1910. 二拜禮 號八十月十年十一百九千一英港香 PRICE \$3 PER MONTH.

NEW PIANOS ON HIRE

AT
\$10 PER MONTH.

TUNING AND REGULAR
ATTENTION INCLUSIVE.

S. MOUTRIE &
CO., LIMITED.

CHINA MUTUAL LIFE
INSURANCE CO., LD.,
HEAD OFFICE, SHANGHAI.

DIRECTORS AND OFFICERS.
ALEXANDER McLEOD, Esq., Chairman.
C. STEPHENSON, Esq.,
LEE YUNG SU, Esq.,
J. H. McMICHAEL, Esq.,
G. R. BURKELL, Esq.,
J. A. WATTS, Esq., Managing Director.
A. J. HUGHES, Esq., Secretary.
S. B. NEILL, F.I.A., Actuary.

A strong British Corporation Registered
under Hongkong Ordinances and under Life
Insurance Companies' Acts, England.
Insurance in Force ... \$37,855,885.00
Assets ... 8,415,250.00
Income for Year ... 3,566,559.00
Total Security to Policyholders 8,216,813.00

LEFFERTS KNOX, Esq., Hongkong, Can-
ton, and the
District Manager. District Secretary.
B. W. TAYLOR, Esq., and the
District Secretary. Philippines.
Alexandra Building.

C. LAWDER, Esq., Inspector, Hongkong.
Advisory Board, Hongkong.
SIR PAUL CHATER, Kt., C.M.G.
T. F. HOUGH, Esq.
C. J. LAURENTZ, Esq.

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 3 1/2 lbs. net
In Bags 250 lbs. net
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 29th April, 1908.

PEAK TEAMWAYS COMPANY
LIMITED.
TIME TABLE.

WEEK DAYS.
7.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS.
8.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m.
every 4 hours.
SATURDAYS.
Extra Cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.
SUNDAYS.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS at 8.45 p.m. & 9.00 p.m., 9.45 to
11.15 p.m., every half hour.
SPECIAL CARS by arrangement at the
Company's Office, Alexandra Building, Des
Vaux Road Central.
JOHN D. HUMPHREYS & SON
General Managers.
Hongkong, 1st April, 1909.

P. & O. STEAM NAVIGATION CO.

S.S. "MARMORA."
(10,500 TONS.)

CAPTAIN G. H. C. WESTON, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON
VIA BOMBAY WILL LEAVE HONGKONG ON MARCH 18TH, 1911,
STAYING AT BOMBAY 24 HOURS ONLY AND IS DUE TO ARRIVE AT—

MARSEILLES - - - - - APRIL 15TH.
LONDON - - - - - APRIL 22ND.

FARES TO LONDON—

1ST SALOON £71.10 SINGLE; £106.14 RETURN.
2ND " £48.8 " £72.12 "

For Further Particulars, apply to

E. A. HEWETT,
SUPERINTENDENT

LANE, CRAWFORD & CO.

(TELEPHONE 97).

NEW STOCK OF

FOOTBALL BOOTS
FOOTBALLS. SHINGUARDS.

CRICKET BOOTS

CRICKET BATS AND BALLS.

BATTING GLOVES.

W. K. GLOVES AND LEG GUARDS.

HOCKEY STICKS

SPECIAL QUOTATIONS TO CLUBS.

LANE, CRAWFORD & CO.

PAUL DOMMIER CHAMPAGNE.

GOLD MARQUE VIN. 1900

\$35.00 PER CASE QTS. \$37.00 PER CASE PTS.
Duty Paid.

SOLE AGENTS:

CALDBECK,
MACGREGOR & CO.,
ESTABLISHED 1864.



MITSUBISHI DOCKYARD AND ENGINE WORKS.

All A.B.C., Western Union, and Engineering Codes used.

Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.
Manufacturers of Contraflow Condenser, Stone's Manganese Bronze,
and Parsons' Steam Turbines, etc., etc., etc.

AT NAGASAKI:—Telegraphic Address: "DOCK" NAGASAKI.

	Length on Keel-Blocks.	Breadth at Entrance on Bottom.	Depth of Water on Keel-Blocks.
No. 1	510 ft.	77 ft.	25 ft.
No. 2	350 ft.	53 ft.	24 ft.
No. 3	350 ft.	53 ft.	34 ft.

1 Patent Ship capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OURA-MARU," 716 tons and 12 knots speed, is always
ready at short notice.

AT KOBE:—Telegraphic Address: "WADADOCK" KOBE.

	No. 1.	No. 2.
Lifting Power	7,000 Tons.	12,000 Tons.
Max. Length of Ship taken in	450 Feet	580 Feet.
" Breadth "	55 "	66 "
" Draft "	22 "	26 "

The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.
The Floating Shearleg, capable of lifting 40 ton weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION

TRY WEISMANN'S COFFEE

ROASTED AND GROUND ON OUR
PREMISES DAILY.

In 1/2 lb. and 1 lb. Tins.

[346]

CUTLER, PALMER & CO.,



WINE & SPIRIT MERCHANTS

OF

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

LONDON ADDRESS:

3A, NEW LONDON STREET, MARK LANE, LONDON, E.C.

BENEDICTINE, D.O.M. { \$49.50 for 1 doz. Quarts.
\$51.50 " 2 " Pints.

BRANDY ★ ★ ★ ★ - - - \$31.00

" ★ ★ ★ - - - \$28.25

" ★ ★ - - - \$25.00

"IMPERIAL WHISKY" \$19.75

(A MAGNIFICENT BRAND, SPECIALLY
SELECTED FOR THE FAR EAST.)

WHISKY, PALL MALL - - - \$26.00

WHISKY, JOHNNIE WALKER'S - \$18.25

OLD HIGHLAND, WHITE LABEL

WHISKY, DO. SPECIAL, RED - - \$24.50

WHISKY, C. P. & CO.'S "SPECIAL

BLEND" - - - \$16.25

PORT WINE, INVALIDS - - - \$24.75

PORT WINE, DOUBO - - - \$18.00

SHERRY, LA TORRE - - - \$20.50

SHERRY, AMOROSO - - - \$24.75

THESE PRICES ARE INCLUSIVE OF DUTY.

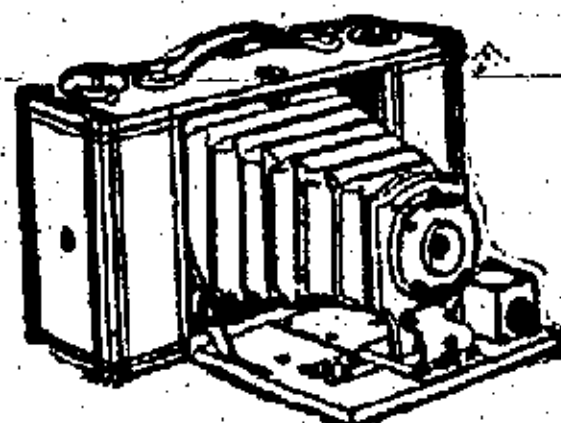
THE ABOVE ARE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,
HONGKONG AGENTS.

LONG HING & CO., PHOTO SUPPLIES.

17, QUEEN'S ROAD CENTRAL.

JUST UNPACKED:—



FOLDING POCKET CAMERAS, fitted with GOEBZ,

ZEISS and BOSS LENSES, PREMO FILM and

PLATE CAMERAS, KODAKS, FILMS and

ACCESSORIES.

At MODERATE PRICES.

DEVELOPING AND PRINTING A SPECIALITY.

[910]

BILLIARD TABLES

AND

ALL ACCESSORIES

FOR

THE GAME OF BILLIARDS.

THE "ORIENT"
THE "EMPIRE"
THE "STANDARD" } Billiard
Tables.

ESTIMATES, DESIGNS AND PRICE LISTS

FREE.

C. LAZARUS & CO.,
CALCUTTA.

[8747—1]

HOTELS

HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons.
Well Furnished Reception Rooms.
Private Bar and Billiard Room for Hotel
Residents.
Electric Lifts to each Floor.
Electric Lighting and Fans.
Telephones on every Floor.
Every Comfort.
Ladies' Afternoon Tea Rooms.
Ladies' Cloak Rooms.
Matron in attendance.
CHARGES MODERATE, AND NO EXTRAS.
[855] A. F. DAVIES, Manager.

KING EDWARD HOTEL.

A HIGH CLASS HOTEL.

Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted; Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th July, 1905. [858]

ORIENTAL HOTEL

No. 2, QUEEN'S ROAD CENTRAL.

A FIRST CLASS AND UP-TO-DATE
HOTEL.
ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS HOTEL has recently been thoroughly
renovated, extensively enlarged, and is now
luxuriously furnished and up-to-date in every
respect, situated in the most central position.
Large and Airy Rooms, Hot, Cold, and Showers
Baths, Gas and Electric Light and Fans, Large
and Comfortable Lounge, Private and Public
Bars and Billiard Rooms, CUISINE
ENTIRELY UNDER EUROPEAN
SUPERVISION. Sanitary Arrangements of
the latest. HOTEL LAUNCH MEETS ALL
STEAMERS. Monthly Rates for Tiffin and
Dinner. Special Rates for married families on
application to

J. H. OXBERRY,
Manager.

FREDERICK REICHMANN,
Proprietor.
(late Manager of J. H. LYONS (Trocadero),
leading Caterers in London, and
GRAND ORIENTAL HOTEL, Colombo).
TELEPHONE No. 197.
TELEGRAPHIC ADDRESS "COMFORT,"
Hongkong.
Hongkong, 1st September, 1910. [8542]

"BRAESIDE."

PRIVATE HOTEL.

STANDING in its own grounds with Tennis
and Croquet Lawns, Large Airy and
Well Furnished Rooms, every home comfort
Fine View of the Harbour.
Telephone, No. 620.
Apply to Mrs. F. W. YATTS,
"Braeside," 20, Macdonnell Road.
Hongkong, 4th December, 1907. [836]

VICTORIA HOTEL

SHAMSHAN-CANTON.

MANAGER—MR. H. HAYNES.

Telegraphic address—"VICTORIA, SHAMSHAN."

SITUATED ON THE BRITISH CONCESSION

MACAO HOTEL

MACAO

Telegraphic address—"FARMER, MACAO."
SITUATED IN THE CENTER OF PRATA GRANDE
Both Hotels electrically lighted, and under
experienced European Supervision.

GUIDES AND CHAIRS PROVIDED.

Every information and Special attention given
to Tourists.

REASONABLE RATES.

WM. FARMER
Proprietor

[81004]

"BOA VISTA"

(HOTEL-SANITARIUM OF SOUTH
CHINA).

MACAO.

THE Hotel is under European manage-
ment and most strict supervision as to
food, cleanliness and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous for
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.

Macao is 40 miles south-west of Hongkong
Two steamers (ss. Sui An and Sui Tai) daily to
and from Hongkong, and two steamers to and
from Canton, give easy communication with
both these centres.
Cable Address—"BOAVISTA."
For Terms, apply to

THE MANAGER

[8215]

INTIMATION

A. S. WATSON & CO.
LIMITED,
ESTABLISHED A.D. 1841

WINE & SPIRIT MERCHANTS

BRANDY:

A-SUPERIOR PALE, Red Capsule	220
B-SUPERIOR OLD COGNAC, Red Capsule	23
WATSON'S * * * COGNAC, Gold Capsule	23
C-SUPERIOR OLD LIQUEUR COGNAC, Gold Capsule	29
D-VERY FINE PALE OLD LIQUEUR COGNAC, Gold and White Capsule	35
E-FINEST OLD BROWN BRANDY, Gold and White Capsule	40
HNENESSY * * *	30
BOUTELLEAU'S CHAM-PAGNE LIQUEUR	40

FINE PALE COGNAC (Marie Brizard & Roger's)	\$20.80
S. O. F. V. O. COGNAC (Marie Brizard & Roger's)	64.80
VERY FINE LIQUEUR COGNAC, 60 Years Old (Marie Brizard & Roger's)	100.00

Note—For Hongkong the above prices will be increased by the amount of duty payable—\$7.20 Per Dozen.

A. S. WATSON & CO.
LIMITED,
ALEXANDRIA BUILDINGS.
(25)

NOTICE TO CORRESPONDENTS.
Only communications relating to the news column should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only. No anonymous or signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash. Telegraphic Address: PRESS. Cables: A.B.C. 5th Ed. Lieber. P. O. Box, 34. Telephone No. 12.

MARRIAGES

On September 1st, at London, Commander H. N. RIVERS, R.N.R. of the P. and O. Co., to EVANGELINE RIDDELL.
On September 13th, at Balham, D. C. DICK, A.M. Inst. C.E., Engineer-in-Chief, Chinese I.M. Customs, Shanghai, to EMMA, widow of late T. C. CRAIK.

On September 14th, at Plymouth, Lieut. A. VERRON, R.G.A., son of late ANDREW VERRON, of the Hongkong and Shanghai Bank, to YOLANDE MARY DOROTHY KINLOCH.

HONGKONG OFFICE: 10A, DES VEGY ROAD C LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, OCTOBER 18TH, 1910.

The late Mr. HERBERT SPENCER once proposed to compile a list of the laws affecting trade and commerce, enacted by the British Parliament, showing the reason why the laws were enacted, what effect they had, and why they were finally repealed. Unfortunately the support necessary for such an undertaking was not forthcoming and the scheme fell through, but the necessity for some such remembrance is so apparent that probably under a more scientific form of government a record of past experiments will be considered necessary. A scientist who pursued his investigations and experiments in the haphazard way political investigations and experiments are pursued would hardly be considered as one trained in the right spirit of scientific investigation. He would be like a man wandering in a circle, eternally repeating experiments already proved to be failures and only achieving successes rarely by some happy accident. It is true political science is of a very complicated character. There are so

many varying factors which have to be taken into account, so many influences that may make success or failure, that it is small wonder the politician should think that his work can only be conducted by rule of thumb. The very nature of the problems to be solved, however, makes it all the more necessary that an exact record of past experiments should be made. The solution of a complicated problem is not rendered easier by approaching it in a blind-fold condition, such as is the condition of those who, without studying the facts, deny that there can be any political science at all—that the influences at work are too numerous and too varying in their effect to allow any laws to be laid down. How short our political memory is hardly needs pointing out. A generation is almost sufficient to wipe from the slate of our memories the political aspirations of our fathers. No more notable example of this can be found than the sudden reversion of feeling in regard to what was looked upon as a fixed axiom of British policy—the policy of Free Trade. Hardly the sixty years have rolled by since two great parties in the State finally united in sweeping away the remnants of the Protective policy, and now, by a turn of the wheel, they are again divided on this very question. The enthusiasts, the labourers of those who succeeded in finally abolishing the protective duties have all been forgotten, and the whole story is being repeated anew. It is not uncommon to hear people refer to the freedom granted all nations by Great Britain in her coasting trade as an injustice to the British nation. When in 1823 the first step was taken in the repeal of the Navigation Laws the same cry was raised. The shipowners protested they would be ruined. Yet in the twenty years following that repeal the English merchant navy increased in tonnage by over forty per cent., and all the great British shipping companies have been established since that repeal was made. There can be no doubt these results were due to the impetus given by competition. As long as her coasts were barred to foreign competition shipbuilding remained at a standstill. The same remarkable result is to be seen in regard to trade and commerce. It has been claimed that British skill in manufacture was obtained as a result of the long years in which her industries were protected from competition, and the argument has been used to justify the protective measures of the Japanese Government. But if this was the case—if the ability in manufacture was attained while yet the protective duties were in force—then we should expect to see under the change in policy a large increase in the imports, but none in the exports. In 1851, just after the first decisive steps in the direction of free trade had been taken, the imports of Great Britain were valued at one hundred millions, and the exports (excluding re-exports) were under seventy-five millions. Five years later the imports had risen to £172,000,000, and the exports to £116,000,000, and nine years later the imports were £277,000,000 and the exports £165,000,000. Thus in fourteen years the imports had nearly trebled and the exports more than doubled. There could hardly be more eloquent testimony to the fact that it was the protective policy which was retarding the country's advancement. A further example of how the protective policy rather retarded than assisted the development of the country is to be found in the state of agriculture before the repeal of the Corn Laws. During the time of high prices the landowners and farmers had been apathetic in regard to improvements. Protection had, naturally, not stimulated them to secure larger crops from their land; in the words of Sir ROBERT PEEL, it had been the parent of neglect. Immense tracts of land existed in certain counties, with good roads, good markets, and a moist climate, which were almost in a state of nature—undrained, badly fenced, and wretchedly farmed. As a result, the withdrawal of what was practically a subsidy to the farmers found them quite unprepared to face competition. Instead of the duty on corn having served to promote and improve agriculture it served but to retard improvements. The first Agricultural College in England was not founded until 1845, the year before the Corn Laws were abolished, and all the improvements in agricultural machinery date from that time. The same development followed in manufacturing industries. The duty on raw cotton was abolished in 1845, and in fifteen years the import of cotton had more than doubled, while the supremacy in the trade which is still maintained may be said to date from that time. Although the woollen trade is a very ancient English possession, in 1835 there were only 80,000 people employed in the business and 5,000 power looms; in 1885 the number of persons so employed was about 265,000 and the power looms 140,000. If, however, there is

one infallible sign of prosperity it is a rise in the population, for it is now recognised that the population follows very closely the development of a country's resources. From the beginning of the century up to 1861, when the process of freeing the trade of Great Britain may be said to have been completed, the increase in the population during each decennial period was on an average about two millions. From 1861 to 1871 the increase was over two and a half millions, from 1871 to 1881 over three millions, and from 1881 to 1901 over three and a half millions. No doubt the census to be taken next year will show the rate of increase has been maintained. The special circumstances affecting Ireland exclude that portion of Great Britain from the same increase in population. We have only touched on the circumstances immediately preceding the adoption of free trade; perhaps more interesting conclusions could be drawn from those experiments made in regulating trade and commerce in the preceding centuries when monopolies and other kinds of industry-depressing measures were freely indulged in. The task of delving for such material is a laborious one, however, and one could wish that Mr. SPENCER had been able to carry out his proposal.

The English mail of the 17th September was delivered in London on the 15th inst.

Sir Francis Pigott, the Chief Justice, has returned to the Colony after a short holiday on the West River.

We are glad to be able to record that though confined to bed, Mr. H. J. Gedge is progressing satisfactorily.

A case (British) of diphtheria was the only case of communicable disease reported in the Colony last week.

Fifteen thousand pesos worth of opium was found last week concealed on the steamer *Isas* by the Manila Customs staff.

A dividend of 1 per cent. for the quarter ending Sept. 30 has been declared by the Manila Electric Railroad and Lighting Corporation, on the total issue of \$5,000,000 common stock.

According to a recent sanitary census taken in Iloilo that city has a population of 39,331, divided as follows: Americans, 137; Filipinos, 37,811; Europeans, 153; and Chinese, 1,220. Other nationalities not specified, 60.

At the Magistracy yesterday a Chinese was sentenced to six months' imprisonment, six hours' stocks, and subsequent banishment for attempting to commit an indecent assault upon a girl in one of the streets leading from Caine Road.

A man who behaved in a disorderly manner at a Chinese theatre and assaulted the attendants told the Magistracy yesterday that he had been assaulted by the police. His Worship disbelieved the story and sent him to prison for seven days.

We regret to announce the death of Mrs. Bax-Ironside (née Countess Mirta Gyldenstolpe), wife of Mr. Bax-Ironside, his Britannic Majesty's Minister at Bonn, and formerly Secretary of Legation at Peking, which took place in London on September 10th.

Three men charged with stowing away on the *Mausung* for Borneo and one man charged with aiding and abetting appeared before Mr. E. R. Hallifax at the Magistracy yesterday. They were remanded, the latter having to find bail of \$500 and the others \$100 each.

The return of visitors to the City Hall Library and Museum for the week ending the 16th October shows that of non-Chinese there were 338 to the Library and 229 to the Museum, and of Chinese 171 to the former and 2,891 to the latter. The Library was, therefore, used by 559 persons and the Museum by 3,120.

At the next meeting of the Legislative Council on Thursday an Ordinance to amend the Opium Ordinance, 1909, will be read a first time. Its object is to provide that the declaration on the importation of opium, in the case of a limited company, shall be taken by the manager before taking delivery by himself or his servants. It also makes the failure to make such a declaration an offence against the Ordinance.

The British Consul-General at Seoul (Mr. H. A. C. Bonar) reports that a number of motor boats are used on the rivers and harbours of Korea and on the Yalu river for towing and for carrying passengers. They are at present organised as a rule with Japanese motors, the price of which is high. H.M. Consul-General suggests that there should be an opening here, as also in Japan, for motors of British make.

Yesterday an interesting exhibition of work in connection with the 2nd Battalion of the Buffs Regiment was opened at the R. E. Theatre and attracted considerable attention. The collection embraced fret work, wood carving, paintings, black and white drawings, models, ornamental picture framing, knitting, crewel work, photography, music writing, essay writing, collection of butterflies, cooking, and blouses making.

The Board of the North Borneo Trading Company has resolved to pay an interim dividend in respect of the current year of 1s. 3d. per share (being at the rate of 25 per cent. per annum). In order to further develop some of the 79,900 acres of land owned by the company, it is proposed to increase the capital of the company to £150,000 by the creation of 100,000 shares of 10s. each, to be issued at such premium and on such conditions as may be considered advisable.

The case was remanded in which Cheung Fung Kai stands charged with three others for conspiring to rob a Chinese merchant of \$1,900 and \$800.

E. B. A. Hudson, the next man to try conclusions with Bill Lewis in the fistic art, starts training at the V.R.C. to-night. No doubt the new claimant for the welterweight will attract many to the gymnasium. The fight is for a purse of \$1,000. Hudson is backing himself for \$200, and his ship's company will probably raise more money to put on the artifice.

Before Commander Basil Taylor, R.N., at the Marine Magistrate's Court yesterday, F. A. Coleman, light keeper at Green Island, presented the owner of a licensed passenger boat for concealing the number of his vessel while passing Green Island. Defendant had nothing to say in answer to the charge, and was fined \$40, the alternative being two months' imprisonment with hard labour.

Mr. J. M. Nisbet, who has been transferred on promotion from Foochow to Teny-yueh on the Burmese-Chinese frontier, was entertained to dinner by the Imperial Maritime Customs staff at Foochow before his departure. Dancing followed the pleasure of the table, and a very enjoyable time was spent. Mr. Nisbet has been stationed in the Foochow Customs district almost the whole of his service, and during the greater part of the seven years spent there has been attached to the Native Customs, where during the past year he has been in charge of the O. D. S. department, being a good Chinese scholar, and with a perfect knowledge of Foochow dialect. He has made a host of friends, not only among the foreigners but among the natives as well, and by his unflinching courtesy, ready tact, and sterling qualities has endeared himself to all with whom he has come in contact.

BIG FIRE AT WANCHAI.

850,000 DAMAGES.

One of the largest conflagrations which has taken place in Hongkong of recent years broke out yesterday afternoon in the timber yards on the Praya East, almost opposite the Praya East Hotel, and as the flames spread with considerable rapidity, threatening the tenements of dwelling houses in the vicinity no little consternation prevailed for a time.

As usual it is difficult to arrive at the origin of the outbreak. In this instance it is by no means clear. A European policeman on duty in the locality noticed the smoke coming from the Kwan On timber yard, and before he had time to ascertain its cause a huge blaze shot into the air. He quickly summoned the brigade at No. 2 Police Station, and Inspector Kerr with the firemen lost no time in getting to the scene with the hose. They found that the fire had got a particularly strong hold. As the wood in these yards is stacked for seasoning, leaving a considerable opening between each log, it is easily seen that the draught thus obtained facilitated the progress of the fire. The fresh breeze, blowing in an easterly direction, fanned the flames, and rendered difficult the operations of the brigade. At first when the fireman appeared on the scene it was impossible to get near the burning logs. The intense heat given forth made it decidedly uncomfortable to handle the hose even from the verandahs of the houses opposite. However, with the arrival of the firemen from the Central and the added assistance available, they were able to make more headway. Their attention had to be bestowed for a time on the tenements which were scorched and had commenced to smoulder in places. Had the wind been from a northerly direction it would have fared badly with these buildings.

In the early stages of the work the firemen operated under considerable difficulty and danger. Some of them were overcome by the smoke and had to be assisted from the danger zone, and others received minor injuries from falling beams etc. Fortunately none of the employees in any of the yards were in any position of danger. As a matter of fact it is believed that most of them disappeared as soon as it was discovered that fire had broken out.

A pleasing feature of the occurrence was that soon after the flames were noticed a party of blue-jackets—two boat loads—appeared on the scene and offered their assistance. Needless to say this kindly action on the part of the "handy men" was appreciated, and they did good work in separating logs, a very dangerous task, and also managed to get out a boat. When the full brigade turned out, the service of the blue-jackets was no longer required, and they returned to the *Royal Arthur*. Though the cruiser has been here only a few days her visit will be remembered with feelings of gratitude.

Seen from the water the conflagration appeared to have attained to considerable dimensions, and the sight, as the flames, in one great body leapt into the air, was one not likely to be forgotten. The heat given forth was intense and kept back the dense crowds which had assembled. As night fell it was evident that, though there was no danger of the fire spreading the flames would not be extinguished for many hours.

The timber yards destroyed are the Kwan On Hang Tai (the largest), Loong Sing Lee, Sam Lee, Kwan Leung, Chan Tai Kee, and Man Hop. Practically all the timber contained in each is consumed, and the damage is extensive. It is estimated that it will, at least, amount to \$50,000.

MACAO.

Mr. Francisco de Rozario, an inspector of municipal police at Macao, writes to us complaining that he has been insulted by our Macao correspondent writing of him as "Mr. Francisco Yung." Mr. Rozario says that "Yung" is a nickname given to him by the Chinese of Macao. In making the correction we desire to add that we much regret that this nickname appeared in our report.

TELEGRAMS.

[Protected by the Telegraph Message Copyright Ordinance, 1894.]

[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS."]

HUGE AIRSHIP ATTEMPTS TO CROSS THE ATLANTIC.

LONDON, October 17th.

Mr. Wellman, the well-known aviator, has started in his huge dirigible airship "America" from Atlantic City for Europe.

[This attempt to cross the Atlantic is being made under the auspices of the London Daily Telegraph and the New York Times. The airship is fitted with two ninety-horse-power motors. Light is supplied by a small motor, independent of the engine-room, the illuminating system including a powerful searchlight, for use in case the America should encounter a storm at night, and is compelled to descend. A system of telephones link up the engine-room, navigating deck, and lifeboat. Mr. Murray Simon, late of the White Star liner *Oceanic* is the navigator, Mr. Vaniman is the chief engineer, Mr. Fred Aubert, of Washington, assistant engineer, and Mr. Irwin, the wireless operator. The course chosen for the attempt is 2,589 miles from Atlantic City to the Solly Islands. The gas envelope or balloon is 228 ft. long and fully inflated, contains 345,000 cubic feet of gas.]

BRITISH WARNING TO PERSIA.

LONDON, October 17th.

A Teheran telegram states that in view of the injury which is being done to trade by continued disturbances, Great Britain has addressed a strong Note to Persia, warning the Government that serious consequences would ensue if restoration of order in the South is unduly delayed.

A SUCCESSFUL PARIS LOAN FLOTATION.

LONDON, October 17th.

Despite the labour troubles which have recently been afflicting France, the issue of £9,400,000 sterling, the first portion of the Paris loan of £36,000,000 for City embellishments and sanitary improvements, has been covered thirty times.

GREEK POLITICS.

LONDON, October 17th.

Reuter's correspondent at Athens telegraphs that the King has entrusted Mr. Venezelos, who recently resigned the presidency of the Cretan Government, with the formation of a Cabinet.

LORD KITCHENER.

LONDON, October 17th.

Mr. Asquith, the Prime Minister, with the approval of the King, has requested Lord Kitchener to join the Council of Imperial Defence.

PORTUGAL.

REVOLUTIONARY DECREES.

LONDON, October 17th.

It is reported from Lisbon that decrees will be published to-morrow abolishing the Chamber of Peers, the Council of State, titles of nobility, banishing the dynasty, and secularising charitable institutions.

[FROM THE MANILA "CARLENEWS."]

STANDARD OIL AND SUGAR TRUST REHEARINGS.

Washington, Oct. 12th.

The rehearings in the Standard Oil and Sugar Trust cases ordered by the Supreme Court of the United States have been set for January by the Federal Court.

RESIGNATION OF A REPUBLICAN "BOSS."

New York, Oct. 13th.

William Barnes, Jr., has resigned from the New York State Republican Committee. Mr. Barnes is the member of the committee who led in the fight against Mr. Theodore Roosevelt for temporary chairman of the State Convention. His resignation is the result of Mr. Roosevelt's triumph in the convention and the discrediting of the State Committee by the people at the primaries.

DISASTROUS FOREST FIRES IN MINNESOTA.

Minneapolis, Oct. 11th.

The forest fires in this State continue to rage with great fury. Every day adds new horrors to the list. The number of dead now totals 400, and the monetary damage to standing timber and private property is estimated at one hundred million dollars.

THE CHIEF JUSTICE OF THE UNITED STATES.

Washington, Oct. 13th.

There is a persistent rumour in official circles here that President Taft means to offer Senator Root the position of Chief Justice of the Supreme Court, made vacant by the death of the late Mr. Melville Fuller. The report is generally given credence and has been published widely.

WEDDINGS.

MASTER-IGAR.

A wedding in which considerable local interest was manifested was celebrated at the Peak Church yesterday afternoon when Mr. Reginald F. C. Master, son of Rev. F. C. Master, of Highworth, Wilts, was married to Miss Bertha Maude, daughter of Mr. Robert Isgar, banker, Bath. The bride, who was given away by her brother, Mr. Reginald Isgar, who arrived by the P. and O. steamer *Japan* yesterday morning, was most becomingly attired in a dress of white champagne trimmed with old Brussels lace, and carried a bouquet of ginger lilies, tube roses and Chinese asters. Her bridesmaids were Miss Hastings, Miss Dione May, and Miss Frances Pinckney. The best man was Mr. A. H. J. Jackson. The ceremony was performed by the Rev. A. B. Thornhill, and afterwards a reception was held at the residence of Mrs. H. J. Gedge where the happy couple received the congratulations of their many friends. Mr. Gedge was unfortunately prevented from being present owing to the accident which he sustained on Saturday. This also prevented Mr. and Mrs. Master leaving the Colony.

VERICE-KINLOCH.

At St. James-the-Less, Plymouth, on September 14, there was a military wedding. The bridegroom was Lieut. Andrew Veitch, R.G.A., quartered at Plymouth Citadel, eldest son of the late Mr. Andrew Veitch, of Shanghai and Hongkong, and the bride Miss Yolande M. D. Kinloch, eldest daughter of Mrs. H. Hamilton Kinloch, late of Waterbourne-Barns, Wilts. The "best man" was Captain and Adjutant Arnold, Devon R.G.A., and six brother officers were groomsmen. Lieut. R. J. H. Kinloch, of the R.G.A., gave away his sister, who was attended by Miss Betty Kinloch, as "best girl," the six brides being the Misses Violet Fortunes, Leslie Veitch, Nadia and Kitty Moberly, M. Anderson and Cicely Trenchard. The presents numbering over 200, included a silver tea kettle presented to the bridegroom by his brother officers of the mess.

THE "BEDFORD" RELIEF FUND.

Success attended the second concert given last night in the City Hall on behalf of the Bedford Relief Fund. The audience was quite as large as on Saturday night, and the entertainment reached the same high degree of excellence. All the artists acquitted themselves with distinction. The same names appeared on the programme, but the programme was different, with the exception of the one act comedy entitled "The Changeling," which kept the large house in roars of laughter at its many screamingly funny situations.

Mr. Frank Austin was particularly happy in his selection. Mrs. Matland sang two numbers most exquisitely, and Mrs. Edwards gave a cultured interpretation of the Romance (Wieniawski) and had to comply with an encore. Mr. R. Sutherland was in good form. His humour was most infectious and when he declared that he was regarded by the Public Works Department as the arch-conspirator whose jokes brought down the houses the laughter was uproarious. The audience clamoured for more but Mr. Sutherland felt that he had given enough and contented himself with bowing his acknowledgements. Perhaps the most charming item of the programme was the duet in which Surgeon and Mrs. Schofield participated. Their voices blended beautifully and their singing captivated all their hearers. Mrs. Gordon also won golden opinions for her rendering of "Life." Mr. G. Lamont was in good voice. Mrs. Webb repeated her success of Saturday evening, and Mr. W. G. Worcester made a hit in his humorous song. The accompanists were as before.

DEPARTURE OF MR. SCHWERIN.

Mr. R. P. Schwerin, Vice-President of the Pacific Mail Steamship Company, brought his visit to Hongkong to a close yesterday when he left by the *Siberia* for Manila. His departure was made the occasion of another striking display by the Chinese, a launch on board which was a Chinese band accompanying the Pacific Mail launch to the steamer, and the weird strains of the musicians were heard in the intervals of the crackers and bombs which were fired on route.

HERR DERNBURG.

Herr Dernburg, the former Colonial Minister for Germany, at present on a tour of the East, to-day arrives in Hongkong by the N.D.L. steamer *Prinz Eitel Friedrich*. The distinguished visitor, who has spent his time in the East sight-seeing and studying commercial conditions, will stay only a short time in the Colony. Probably he will visit Manila and perhaps Canton.

SUPREME COURT.

Monday, October 17th.

IN SUMMARY JURISDICTION.

Before His Honour Mr. F. A. Hazeland
(Acting Chief Justice).

CLAIM FOR ICE SOLD.

Lo Kau, trading as the Kwan Yik, sued Soon Tong, a partner in the Hak Po Ting shop, and the Hak Po Ting shop to recover \$931.35, being balance due for goods sold and delivered.

Mr. Otto Kong Sing appeared for the plaintiff, Mr. P. W. Golding (of Messrs. Golding, Barlow & Morrell) represented the first defendant, and Mr. P. Sydenham Dixon (of Mr. R. A. Harding's office) appeared for the second defendant.

Mr. Otto Kong Sing informed the Court that the plaintiff bought ice from the Ice Company and sold it to different customers. He supplied about 582 tons of ice to the defendants, who carried on business in Canton. The claim was for ice, cooling hire and other sundries.

His Lordship—Was the ice delivered here, then?

Mr. Kong Sing—It was delivered at Canton. Mr. Golding said as far as he was concerned the first defendant was not a partner, and this would be a partnership issue. He also had to raise the preliminary point that the claim was outside the jurisdiction of the Court, as the ice was delivered in Canton.

Mr. Kong Sing said it was ordered in Canton, but payment was to be made here, and \$50 had been paid.

Mr. Golding said another point was that the plaintiff had nothing to do with the Kwan Yik. He was not a partner.

Mr. Kong Sing—He is the sole owner. His Lordship—What about the preliminary point?

Mr. Kong Sing submitted that the case came within the jurisdiction, as the goods were ordered in Hongkong and payment was to be made here. The branch was here.

His Lordship—Was payment to be made here?

Mr. Golding—As far as my client is concerned he knows nothing about it. I suppose there was a breach here.

Mr. Dixon submitted that Lo Kau was not a partner in the Kwan Yik. His client admitted owing \$593.69 to the Kwan Yik, but said that the plaintiff was not a partner in that firm.

His Lordship—We'll see what transpires in the evidence.

After hearing the evidence his Lordship reserved his decision.

THE TA CHING BANK.

In a letter to the *Shanghai Mercury* correcting some mis-statements which had been translated from the Chinese Press, Mr. Sung Hsueh-Chang, manager of the Ta Ching Bank, gives the following information about the standing of the bank.

The Ta Ching Government Bank has an authorized capital of Kiping Tls. 10,000,000, of which half has been subscribed by the Government and half by the mercantile community. Of this capital Tls. 7,000,000 has been paid up and a final call of Tls. 3,000,000 due on the 1st instant (of which half has been paid by the Board of Finance, and the other half by the mercantile community, which latter payment awaits confirmation from the Head Office at Peking) has been made which will make the whole capital of Tls. 10,000,000 fully paid up.

The bank is under the direct control of the Board of Finance, and took over the business of the Hupuo Bank. It acts as the Government bankers and will have the sole management of the new coin issue and Government note issue which is in contemplation.

The Board of Finance is not in debt to the bank, and the loans to Provincial Authorities have not materially increased, and they are amply secured.

The Ta Ching Government Bank always sets aside in actual cash 40 per cent. of the value of notes in circulation. The note issue is comparatively small, and very much less than the paid capital of the bank.

The last statement of which we complain is that the Bank was to be entirely handed over to merchants and the official capital withdrawn and a new official Bank started under the title of the Central Bank of China. This is absolutely untrue and is a most damaging statement to make or repeat.

The Government, as previously stated, owns half the share capital, and there is no ground for suggesting that it has either the intention or the power to withdraw this capital from the Bank. The Ta Ching Government Bank is in fact the Central Bank of China, and there is no question so far as we know of a new institution being started to undertake Government business.

CRIME IN THE CITY OF LONDON.

Captain Nett Bower, the Commissioner of the City Police, has issued a report on the subject of the work of that force during the last year. He states that seven persons were killed by horse-drawn vehicles and nine by motor, while 901 were injured by the former and 453 by the latter. The street accidents in the City totaled 1,370, as against 1,377 in 1908 and 1,521 in 1907. The number of persons suffering from illness or accident in the street during the period under review was 2,175, as compared with 2,053 in 1908. Of these 1,607 were conveyed to hospitals by electric motor ambulances. The total number of apprehensions for all offences was 2,922, as against 3,513 in the previous twelve months. The indictable offences reported numbered 1,068, and in respect of them 570 persons were arrested. Nearly 200 were offences against property with violence, and 757 were offences against property without violence. For non-indictable offences 2,352 persons were arrested, as against 2,864 in 1908. There were nearly 300 fewer cases of drunkenness. In one case the defendant had been previously charged over 100 times, and in another over 50 times. The antecedents of 445 persons arrested for felonies were unknown to the police at the time of their apprehension, but on their finger prints being taken 252 were identified by that system as having been previously convicted. The value of the property stolen was £53,293 and recovered £47,244—including £43,553 in one case (Maspian & Webb's burglary). Of nearly 1,500 articles of property found in the streets by the police 500 were never claimed.

PARIS LETTER.

(WRITTEN SPECIALLY FOR THE "HONGKONG DAILY PRESS.")

September 23rd.

THE COST OF LIVING.

The question of the hour in Paris continues to be the rise in the price of living. Discontent prevails throughout the whole of France, and serious trouble is anticipated before long unless a great change for the better sets in. The general rise in food prices is a far more serious problem than many people perhaps think. The question is being thoroughly investigated with a view to finding an immediate solution. Thus, M. Gomot, president of the agricultural group in the Senate, following the initiative of the Socialist party, has invited all the members of his group to gather information as to the causes of the economic crisis under which the inhabitants of France are suffering, and suggest remedies. The Government is to be appealed to on the matter as soon as the group has procured the necessary data. This movement has been precipitated by the action of the restaurant proprietors in the French capital to raise their rates. The powerful General Labour Federation is actively engineering the campaign against dear living. Housewives and workers in town and country are called upon to join the movement of protest against the scandalous and sudden rise in the price of bread, meat, vegetables, wine and sugar, which tradesmen, great and small, bakers, restaurateurs, and grocers are seeking to share in the spoil by starving the working classes. "What is to become of us this winter if everything goes up?" is what *ouvriers* are beginning to ask with interest. Everybody, from the humblest to the highest, is being made to pay more for food. Considering that workmen's wages are limited, unless prices abate starvation must follow. One result of this state of affairs will be to bring co-operative restaurants into greater favour, for they do not intend to increase their prices. It is safe to assume, also, that there will be a rapid increase in their numbers. The General Labour Federation declares its intention of opening several such co-operative houses. *Le Journal des Debats* sums up the cruel situation by laying the blame at the door of protection. "The main cause of the present rise in the price of living," it says, "is a bad harvest; but in the case of a product of prime necessity the only remedy is importation, and to this the tariff wall is an obstacle." When two years ago, as Citizen Lévy remarked, there was so much wine in the Midi that it was being thrown away in the streets and the people were on the point of revolution because they could not sell their wine, the prices of the retailers, large and small, did not decrease. To-day, when the producer is raising his prices 10 francs, they are raising their retail price 30 francs.

THE EXPENSES OF A POOR HOUSEHOLD.

It is not at all easy to fix in precise terms the effect of the increase in the cost of living in Paris on the individual purse. *Le Temps* has, however, made an attempt to do so; it takes the case of a married man with two children in receipt of what is a normal wage in many occupations, 6 francs a day, or an annual income of 1,800 francs, of which sum he is taken to spend 1,200 francs on food, or not quite 3 francs a day. The rise in the cost of bread, meat, wine, and vegetables, results, according to the investigations of *Le Temps*, in an increase of 10 per cent. in the daily expenditure of such a household on its food, or nearly 6 sous a day, but as the income has not increased the amount of food consumed must be reduced. These figures are not taken at random, as might be imagined; they, on the contrary, represent the average arrived at by considering a large number of cases, and the reputation of *Le Temps* as the organ of the French Government is such that its figures may be taken as above suspicion. The annual income of 1,800 francs taken as an example by *Le Temps* is not, as a matter of fact, reached by a very considerable portion of the working class, and in the case of smaller incomes there must be greater difficulty in meeting the new state of things, because the expenditure is already reduced to a minimum. The principal demand of the *malcontent* or dissatisfied *milieu* may, it may be remembered, is for a minimum wage of 5 francs a day. Now there are whole classes of workers employed by the State who do not receive this sum; urban postmen, for instance, receive from 1,200 to 1,800 francs a year, while a rural postman's wages vary from 950 to 1,200 francs a year. A *gendarme* or country policeman receives 1,100 francs a year, and a prison warder less than 1,400 francs. The Customs House men earn less than 25 francs a week, and in the naval arsenals the daily wage of the workmen is less than 4 francs a day. The men employed on the upkeep of the national roads receive even less, for their average annual wage is only 875 francs. Even the clerks employed by the Direct Taxation Department get only 1,500 francs a year to begin with. How are such underpaid persons to live properly? Many, it is said, think, must go short of food, so must their wives and children, unless the wife goes out to work, as the majority of French women do, to make ends meet. Even then they can only scrape together the bare necessities of life.

STRIKE OF MILLINERS.

One might as well be out of the world as out of the fashion. So think the attractive *Midinettes*, or millinery and dressmaking girls, who again attempted to come out on strike this week. Everything would have passed off well had it not been for a certain number of roughs who caused a disturbance; in the skirmish several of the girls unable to get out of the crowd were seriously injured, while the police succeeded in arresting a number of roughs. The strike on the part of the *Midinettes* has so far proved a failure; beyond once more amusing

a big crowd the demonstration had no effect. The girls again made a feeble attempt to sing "L'Internationale!" Many of the fair demonstrators had their hair tied up with red ribbons, doubtless as an evidence of their revolutionary sentiments. As they marched forward, idlers joined the procession more out of fun than sympathy. The strikers, in spite of being allowed to shout to their hearts' content, failed to induce comrades to quit their work. The youngest striker is 13 years of age—the senior an old woman of 80. Though strike pay at the rate of 1fr. 50 centimes has been distributed, the movement is doomed to failure. The *Midinettes* are shamefully underpaid and overworked; redress their grievance and will be well again. As a rule the girls are as merry as crickets, always gay and hard-working.

THE ONCE-FAMOUS PATAUD.

What a humiliation! M. Emile Pataud—for he is never now called "King"—is so reduced in rank and circumstances that he is accompanying the provincial tour of M. Paul Bourget's play "La Barrière," in which the dramatist discusses certain labour problems. Between the acts the once-famous Pataud is glad to deliver lectures, in which he expresses his views on the play, on strikes, on Socialism, on *subotage*, and other things. The whole thing, of course, is merely a device to advertise the play; and M. Pataud's motives, pure as they may be, are viewed with suspicion by the "comrades." It will not be an easy matter for Pataud to regain his former popularity; he is looked upon as completely played out this time.

THIS YEAR'S VINTAGE A FAILURE.

"There will be practically no champagne this year," so declares M. Bourgeois, Secretary of the Federation of Champagne Syndicates against fraud. The quantity of grapes, on which was founded the hope of a reduced harvest, is growing smaller every day owing to the ravages of mildew and brown rot, and generally speaking there will be no harvest in the Champagne region. A month ago it seemed possible that certain districts would escape the general disaster, but since then the situation has become worse. The champagne wine harvest of 1910 spells ruin to the grower. The loss is estimated at 1,600,000. The merchants can, however, still supply orders for a year from their reserve.

L'ENTENTE.

"A friend in need is a friend indeed." Great Britain has every reason to feel grateful to France for forbidding the Congress of Young Egyptians, which was to have been held in Paris from September 21 to 26. The Congress is being held in Brussels instead, under certain conditions. There is little comment on the decision of the French Government in the French Press. *L'Humanité*, however, accuses the French Government of cowardice; the Anglophobe *Debat* does almost as much, though in a more roundabout manner.

A STRIKE OF COFFIN-MAKERS.

The coffin-makers of Paris, following the example recently set by the grave-diggers and monumental masons, have gone on strike. They are only 90 in number, but turn out annually some 48,000 coffins, the sale of which, like all other funeral arrangements in this city, is the monopoly of the Paris municipality. The makers complain that the municipality shamefully exploits them, making a profit out of the *cercueils* or coffins alone of 300 per cent. They are therefore agitating for shorter hours and better pay.

AVIATION.

With a view to securing an improved type of aeroplane for next year the French War Office is organising a competition open to all French contractors. It is required that an aeroplane shall have a speed of at least 27½ miles an hour, and at the same time be able to carry 6 cwt. and fly 175 miles right off. The successful design will win a prize of 100,000 francs, in addition to which the authorities will purchase a score of machines of a successful type, the price being dependent on the speed attained. The faster the aeroplane the higher the prize. If only the minimum speed is reached the prize will be 30,000 francs each, but if a speed of 62 miles an hour is realised the prize will be increased to 50,000 francs each. The Government will reserve the right to manufacture the aeroplanes itself after buying the first 20, and in this case will pay a premium on each machine equal to one-tenth of its price as determined by its speed. The French Minister of War has just ordered 20 Farman biplanes, seven of which will be able to carry two men besides the pilot, and 10 *Bleriot* monoplane. By the end of the present year the French Army will thus possess 60 aeroplanes.

FLOWER GARDEN ON A LINER.

The launch of the White Star liner *Olympic*—the largest passenger vessel in the world—is fixed for October 20 at Belfast. Among the several remarkable features of the ship will be a fine roller skating rink on one of the upper decks, convertible into a ball-room when desired; a large swimming bath; and a well-equipped gymnasium. An even greater novelty than these will be a flower garden laid out on the sun deck, which in winter is to be covered with a glass roof. Adjacent will be a palm garden. Crossing the Atlantic in midwinter passengers will enjoy the experience of taking tea and listening to the band amid a garden of flowers on the high seas. The gross tonnage of the *Olympic* will be roughly 45,000, or 12,000 tons more than the *Lusitania* and the *Mauritania*. The length of the ship is 540ft., with a beam of 90ft., the top deck being 60ft. above the waterline, giving her a draught of 26ft. The accommodation will be for 5,000 passengers and a crew of 600. The *Olympic* will have a sister ship, the *Titanic*, of the same dimensions, which is to be put in hand immediately. It is expected that the *Olympic* will be ready to make her maiden voyage in May or June next year.

KULANGSU (AMOI) MUNICIPAL COUNCIL.

The following minutes of a meeting of the Council held at the Board Room, on the 27th September, have been forwarded to us for publication:—

Present:—Messrs. W. Kruse (Chairman), J. N. Fenwick, J. Menarini, L. I. Thomas, K. Tansurabarn, the Health Officer, the Secretary and the Asst. Secretary.

QUARRY OWNERS.

Letters were read from the Senior Council (1) concerning the minutes of a meeting of the Council held on the 30th ult., and (2) requesting the Council to send him a list of the non-Chinese quarry owners and other persons engaged in cutting or quarrying stone.

PROPERTY WANTED.

Messrs. J. P. Morley and H. Gotwaldt's valuation of the property mentioned in minute 5 of the last meeting was read. It was decided to inform H.B.M. Consul that the Council regrets being unable at present to make an offer, as they do not consider they would be justified in expending money on the purchase of the property in question without first consulting the ratepayers. They therefore propose bringing the matter forward at the annual meeting in January.

CINEMATOGRAHS.

An application from Mr. J. A. Merli, for a licence to give cinematograph performances in a marquee on the lawn of the Sea View Hotel, or in the Club theatre, is granted.

ARTESIAN WELLS.

The Secretary was directed to inform Mr. K. Noda, the Tamsui artesian well contractor, in reply to a letter from him, that nothing can be done in the matter of sinking such wells until the question has been brought before the ratepayers at their next annual meeting.

A letter was read from the British Municipal Council, Chinkiang, asking for copies of our Regulations, &c. The Secretary is instructed to forward same.

MILK.

The Secretary reports that samples of milk were taken from the eight dairies in the Settlement on the 23rd inst., and forwarded to Hongkong for analysis.

QUARRYING.

In reply to a letter from Mr. Lin Hook Sui, he is to be informed that there is no objection to his cutting or trimming stone which has already been quarried, but it must be distinctly understood that no further quarrying or blasting is to take place after the 30th inst.

THE RESIGNATION OF MR. FENWICK.

Mr. J. S. Fenwick, in tendering his resignation of his seat on the Council, owing to his approaching departure for Home on leave, having briefly touched on the question of a Water and Drainage Scheme for the Settlement, begged to thank the Chairman, his predecessor in the chair, and the other members of the Council, and especially the Secretary, for the courtesy shown to him during the two years he had been a member.

The Chairman, in proposing a vote of thanks which was seconded by Mr. Menarini, and carried unanimously, said that Mr. Fenwick had during his two years' service on the Council performed excellent work—especially on the Works, Assessment and Finance Committees. They were sorry to lose him, and trusted that on his return to Amoy, after what he hoped would prove an enjoyable holiday, they would again have the benefit of his advice and assistance. They wished him all good luck.

POLICE REPORT.

The Capt. Superintendent reports that the following cases have been dealt with at the Mixed Court since the last meeting:—
Summons: Obtaining money "under false pretences," 1; throwing rubbish, &c., into the public drains, 7; encroaching on land, 1; debt, 2; failing to quit premises, 1; assault, 2; allowing cattle and pigs to stray, 2. Summary Arrests: Wounding, 1; creating a disturbance, 2; assault, 2; trespass, 1; theft, 2; committing a nuisance, 2.

THE TOYO KISEN KAISHA AND ITS NEW PLANS.

HOW IT FORESTALLS OTHER COMPANIES.

Mr. M. Shiraiishi, a Director of the Toyo Kisen Kaisha, who returned to Yokohama from the United States on the *Siberia*, has been interviewed by representatives of the Tokyo Press. Mr. Shiraiishi said that the connection between the Toyo Kisen Kaisha and the Pacific Mail Steamship Company is to be severed by January 26th next year, when the contract between the two parties expires. The Toyo Kisen Kaisha will thereafter carry on its business in co-operation with the Western Pacific Railroad Company. The fact that the Toyo Kisen Kaisha has decided to sever business relations with the Pacific Mail Steamship Company and the Southern Pacific Railroad Company was mainly due to two reasons. The first was that under the contract restriction is placed on the business of the Japanese Company. For instance, the fleet of the Toyo Kisen Kaisha on the Pacific service is limited to three liners only. Such an arrangement was not only inconsistent with the requirements of the times, but was against the principle governing the granting of the State subsidy.

The second reason was that the Western Pacific Railroad Company some time ago thought of entering into an agreement with the Norddeutscher Lloyd or some other steamship company in order to extend its business on the Pacific. Taking advantage of this situation, the Toyo Kisen Kaisha approached the Western Pacific Railroad Company with a proposal for a working arrangement, which had now been agreed upon. The Toyo Kisen Kaisha feared that if the Western Pacific Railroad Company joined hands with any other shipping company the business of the Toyo Kisen Kaisha would be badly affected. The latter was, therefore, fortunate in having established new relations with the Western Pacific Railroad Company. Mr. Shiraiishi concluded with the remark that no keen competition would occur between the Toyo Kisen Kaisha, the Pacific Mail Steamship Company and other shipping concerns, since an understanding exists between them as to freight rates.—*Japan Gazette*.

THE FINANCIAL CRISIS IN THE NORTH.

The following account of the action of the Chinese Chamber of Commerce in regard to preserving the stability of the money market is taken from a native paper by the *N.C. Daily News*:

On October 4 a certain foreign bank declined to receive the notes of twenty-one native exchange banks, and on the 5th the whole of the money market was in a threatening and dangerous condition and the circulation of credit notes was entirely stopped. The Yuen Fung bank in particular was in difficulties, and the general feeling became more and more alarmed with the result that there was a complete débâcle, beyond repair. The Chinese Chamber of Commerce, as a matter of urgency, assembled together the heads of the various trades, and on October 9 they held a special meeting of the whole body, at which the chairman, Mr. Cho Chin-chun, presided. He proceeded to make a statement of the reasons for calling this meeting, and then the representative of the exchange dealers, Lin Lien-san, spoke as follows:—

"The state of the money market has now arrived at a situation of the utmost danger, and the whole country is suffering from its effects. The Ta Ching Government Bank is a national bank, which has control of the finances of the whole country, and is the hub of the billion and money market. Nevertheless, in spite of the fact that the necessary urgent measures to save the situation, which is surely greatly in contradiction of the intentions of the Metropolitan Government in its desire to protect commerce, and in disregard of the rules as fixed by the Ministry of Finance for the regulation of foreign style banks. At the present moment the primary step can only be the dispatch of urgent telegrams to the Grand Council, to the Ministry of Commerce, to the Ministry of Finance, to the Nanking Viceroy, and to the Shanghai Governor, urging that a memorial be addressed to the Emperor, requesting that directions be given to the Ta Ching Bank and the Imperial Bank of China quickly to appropriate funds to the amount of Tls. 5,000,000 and issue them to the Chamber of Commerce in aid of the extremity of the market; and further to devise satisfactory means for the raising of funds on security, and to this end to mortgage sound shares in Chinese commercial companies, and by this means to amend the present situation in which we are placed."

What view does this meeting take of this proposal?

Therophon Pui Jun-sheng spoke as follows: "The débâcle of the Shanghai money market is indeed to be attributed to rubber shares, and if all their number be counted the amount involved is several tens of millions of taels, and of these the shares which are in the hands of Chinese may be taken to be about 70 per cent. of the whole. At the time of purchase the prices paid were chiefly loaned from the exchange banks. The sudden loss resulting cannot be covered. Such is the first cause. In respect of the Ching Yu and other three banks which failed the notes held by foreign merchants have already been made good by a debenture loan. But the notes held by Chinese merchants have not yet been issued, with the result that this bank has failed. Such is the second cause."

Mr. Pui went on to say that he would suggest that means be devised to make good the Chinese indebtedness, and when that has been accomplished the loans will be released, and this, he contended, would go to the relief of the matter. He thought that people who owned property would not need to depend upon the Chamber to obtain money, though that was one way of relieving the situation.

The majority of the meeting was of opinion that the market had reached its worst and there was no time to attempt radical as well as urgent relief, and then decided that Mr. Lin's suggestion should be adopted and accordingly telegrams were dispatched to the Grand Council, the Ministries of Finance and Commerce, the Viceroy and the Governor, saying that business is practically at a standstill in Shanghai and no exchange is done; that there are many mills in Shanghai, and if they cease working, many thousands of people would be thrown out of employment, a contingency affecting the peace and good order of the port. The Chamber prays, therefore, that Imperial permission may be obtained and the Ta Ching and the Commercial Bank may be ordered to raise Tls. 5,000,000 and hand it to the Chamber to maintain the market.

With reference to the failure of the Yuen Fong Jin Bank, reports say that on Friday its Shanghai branch suspended payment and was immediately followed by the Hangchow branch. This bank handles the Customs revenue and the payment of the indemnity, and its embarrassment is attributed to the panic caused by the Taotai's dismissal. Seventeen branches of the bank have suspended payment at the same time, and it is reported that their assets and liabilities are about equal. The payments they have to meet are Tls. 6,000,000 in Canton, Tls. 4,000,000 in Hankow and Tls. 3,500,000 for the Shanghai Customs. Other lesser sums are due at other places, the least being in Hangchow, for about Tls. 60,000. At the instance of the manager the bank in Hangchow was sealed by the Provincial Treasurer and two branches in Ningpo were also sealed by the Taotai in that port.

Yesterday there was a run on the Ningpo Commercial Bank in Ningpo Road. Crowds of depositors assembled outside the bank, which met all withdrawals until the supply of silver on the premises was exhausted. The bank then gave written promises to pay to the depositors, and at the same time informed them that arrangements were being made to procure a further supply of silver, and that as soon as it came to hand the written promises would be honoured. To a representative of this paper who called at the bank about 4 p.m. one of the managerial staff stated that the withdrawals during the day had amounted to about \$15,000, and that a further supply of silver would be obtained from a foreign bank at 7 p.m. As far as can be ascertained, this is a case of a sudden and inexplicable run on the bank, which is believed to be in a position to meet all its obligations, if it is allowed reasonable time.

THE SOCIALIST VOTE.

The Socialist Secretariat at Brussels has published the following list of the number of Socialist votes given in the last elections in the various countries:—

Germany	3,250,000
France	1,100,000
Austria	1,100,000
United States	600,000
England	500,000
Belgium	330,000
Italy	330,000
Finland	330,000
Switzerland	100,000
Denmark	99,000
Norway	99,000
Holland	82,000
Sweden	75,000
	8,072,000

WHEN 84 A
DESPERATE ITCH
COVERED HIS BODY

And Limbs—No Eruption, Just the
Intense Irritation—Found Perfect
Cure in Cuticura Remedies and
Wants the World to Know That

CUTICURA IS A BLESSING
FOR ALL SKIN AILMENTS

"Last May the Cuticura Remedies cured me of a most desperate itching all over my body, legs and arms only my face and head were spared. There was no sore nor eruption to be seen, just the intense itching. I got a set of the Cuticura Remedies and from the moment I used them the itching of the Cuticura Ointment I got relief. I continued using the full treatment until I had used three boxes of Cuticura Ointment, two tablets of Cuticura Soap, and two vials of Cuticura Pills. Then I was quite free from all the trouble and am still well, thanks to Cuticura, and am going on to my eighty-fifth year. There is no doubt whatever but that the Cuticura Remedies are a blessing for all skin ailments and I only wish I could publish to the world the value. You are very welcome to make what use you wish of my testimony. Montpelier, Delahunt, Doonee, Ballina, Co. Mayo, Ireland, Jan. 4, 1910."

Skin Beauty

The use of Cuticura Soap, selected when necessary by Cuticura Ointment, not only preserves, purifies and beautifies the skin, but also prevents clogging of the pores, the common cause of pimples, blackheads, inflammation, irritation, redness and roughness, some conditions of the complexion. Cuticura is the most economical treatment known for the affections of the skin and scalp. A single vial of Cuticura Soap and a box of Cuticura Ointment are sufficient to cure. Sold throughout the world. Depot: London, 37, Chancery Lane; Paris, 10, Rue de la Chausée d'Antin; New York, 15, Broadway; India, B. K. Path, Calcutta; 80, Ardee, 20, Sydney; 124, Cape Town, etc.; U. S. A., Potter & Co., New York, N. Y.; Sole Proprietors, 15, Post-Box, 22, page Cuticura Book on the 52nd.

SHANGHAI ST. ANDREW'S SOCIETY

THE BURSARIES.

At the annual meeting of members of the St. Andrew's Society at Shanghai Dr. H. C. Patrick made an interesting and comprehensive statement in regard to bursaries. Last year, he stated, the conditions under which the bursaries were competed for, were practically the same as for the four years previously, the only alteration that took place being that there was a new period of Scottish history prescribed each year, and one of Sir Walter Scott's Waverley novels dealing with that period of history. For the succeeding year it was necessary to announce as far before hand as possible which book should be read, and with the consent of the Committee he took it upon himself last year to announce at the close of the examinations that the book to be studied would be Scott's "Old Mortality," and the period of history from 1660 to 1707. Notice had also been given to all the schools. The Committee now required authority from the Society at this meeting for the money necessary for bursaries at the forthcoming examination in November. Last year there had been an increase in the number of children who competed, there being nine girls and five boys. This was the largest number they had had since these competitions were instituted in this form, and there was every reason to hope that this would be maintained and increased. The bursaries amounted to \$200, being divided into one of \$100, and two of \$50, inasmuch as two girls came equal in the first place, the first prize was won by a girl aged 15 and the second by girls aged 15, one of whom had taken a bursary of the first place and the other one of the third place in previous examinations. Mr. Dowie had gone into the matter in a more definite way this year in allowing for age, one of the conditions being that the examiner should take into consideration the quality of work in relation to the age of the competitor. Five boys had entered, and with the exception of one who took fifth place, they did rather poorly. The boy who came fifth in the general work—not the prescribed Scottish work—had the very highest marks either among the boys or girls, by about 50, and it was probably carelessness or lack of sufficient stimulus at home to study up the special work which prevented him taking first place. He had pleasure in proposing that the sum of \$200 be provided for bursaries for competition amongst Scottish boys and girls, and that the expenses of the examination should be at the discretion of the Committee.

CHAMBERS OF COMMERCE IN CHINA.

The Chambers of Commerce in China, although taking up the same lines of work performed by the Chambers of Commerce in England, have a much more extended field and are practically branches and representatives of the Government at Peking in trade and commercial matters, says an English commercial contemporary. In 1905 the Board of Agriculture and Commerce at Peking issued instructions for the formation of Chambers of Commerce, and under these instructions Chambers were organised in all the important commercial cities in the Empire. As soon as they came into existence they were given an official seal and a quasi-judicial function in addition to their ordinary work as associations of merchants. They inform the Ministry at Peking as to all matters of commercial interest throughout the Empire, settle bankruptcy cases, act as arbitrators in all cases of disagreement amongst merchants brought to their notice by the merchant guilds, and provide the proper officials and judges in the different provinces with full information in commercial cases. Their decisions are not final, as an appeal can be taken to the so-called Chinese courts. But this can only be done with the consent of the Government, and any chances of succeeding on an appeal appear to be very slender indeed. These Chambers of Commerce, says the Canadian Commissioner at Shanghai, whose report we are quoting, are a visible emblem of the rising dignity of the mercantile class, hitherto the lowest of the four estates of the realm. This class is now daily increasing in importance under official recognition, and in connection with the provincial assemblies, will have a great deal to do with the moulding of constitutional government in this country.

PREMIUM BONDS

WE are the largest Dealers in the world in these attractive securities.

WHAT ARE THESE BONDS?

They are high-class, and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodical drawings, either with Cash Premiums varying from £40 to £40,000, or, at the very least, at their full nominal value.

EASY PAYMENTS.

We sell these Bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Installments ranging from 15s. to £20. Write for Handbook, sent post free.

MELVILLE, GLYN & Co., Bankers, 3, Rue de la Bourse, PARIS (France). [386]

"As Sound as a Bell"

is a phrase suggestive of all-round fitness. It denotes freedom from disease; robustness of constitution; muscular force; and mental energy and vigour. The "sound as a bell" condition is one most devoutly to be wished, and happily, it is not only possible but easy of attainment by most folk.

Thanks To

the strengthening and invigorating qualities of the World's famous medicine—BEECHAM'S PILLS. For three generations this remedy has been to ailing men and women a reliable means of re-establishing the health and maintaining it to a superlative degree. There are thousands, to-day, who keep themselves "as sound as a bell" by taking

Beecham's Pills.

Sold everywhere in boxes, price 9d. (25 pills), 1/6 (50 pills) and 2/6 (100 pills).



COLEMAN'S WINCARNIS, THE GREATEST TONIC IN THE WORLD.

WHAT it has done for OTHERS it will DO FOR YOU. Its refreshing and exhilarating effects are a revelation to those who have never tried it before.

"WINCARNIS" has a charm all its own, which you cannot fail to appreciate. The combination of all that is most nourishing in Beef and Malt is prepared in Wincarnis gives a TWO-POWER STANDARD that cannot be equalled for giving Strength and Stamina, Vitality and Force to Men, Women and Children.

BUY IT TO-DAY

From any leading Chemist.

MUSTARD & COMPANY.

Wholesale Distributors for China and Hongkong. No. 22, Museum Road, Corner of Scotch Road, Shanghai. [719]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "DEVANHA" FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their disposal in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:— From London &c., ex s.s. "Macedonia." From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers. Optional Goods will be landed here unless instructions are given to the contrary within 6 hours. Goods not cleared by the 19th inst., at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWITT, Superintendent. Hongkong, 13th October, 1910. [1]

NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE AND MOJI.

THE Steamship "GREGORY APCAR," having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods will be delivered from alongside. Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited. No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned. DAVID SASBOON & Co., Ltd., Agents. Hongkong, 13th October, 1910. [1168]

LABUAN COAL.

NOTICE—THIS COAL can only be obtained from THE LABUAN COAL WAREHOUSE, who are prepared to Supply FRESH COAL straight from the Mines. Stevedores load at the Wharves. Quick despatch. Telegrams: "Labor Labuan." BRADLEY & Co., Agents. Hongkong, 12th August, 1909. [931]

AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS

THORNE'S OLD VAT



SCOTCH WHISKY.

SOLE AGENTS IN HONG KONG, CHINA & MANILA. A. S. WATSON & CO. LTD. 899

MITSU BISHI GOSHI KWAISHA. (MITSU BISHI CO.) COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA OCHI, MUTABE, HOJO, NAKAZUTA, SAYO, SHINNEW and KAMİYAMADA, Collieries.

SOLE AGENTS FOR KISHIDAKE, MIYAO and KIGYO KOMATSU Coals.

HEAD OFFICE—MARUNOUCHI, TOKYO.

BRANCH OFFICES—NAGASAKI, MOJI, KARATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.

Cable addresses for above, "IWASAKI" Codes, AI, ABC 5th Ed., Western Union.

AGENCIES—YOKOHAMA: EL ASADA, Esq. CHINKIANG: Messrs. CHAMBERLAIN & Co. MANILA: Messrs. MACDONALD & Co. For Particulars apply to H. OISHI, Manager, No. 2, Pedder Street, Hongkong. Hongkong, 9th January, 1909. [574]

RUBBER TROUBLES AT SHANGHAI.

L. R. MICHAEL V. W. V. CARMICHAEL.

This case in which his Lordship had reserved judgment, was called again on the 11th inst. in the Supreme Court at Shanghai.

Mr. Loftus E. P. Jones appeared for the plaintiff, and Mr. S. Essendon for the defendant. His Lordship said: "I have been considering this very carefully and I have come to the conclusion that at the present time I have not sufficient material to enable me to decide it. I saw you, gentlemen, yesterday in Chambers, and indicated the line I proposed to take, and I propose also at the present time to tell you what facts I find and what further information and argument I must have before I can deal with a case of this kind, and I will also state my reasons for adopting a course of this somewhat unusual nature. The facts which I am prepared to find on the evidence are:—

1. The defendant employed the plaintiff to speculate for him on the Shanghai Stock Exchange by purchasing rubber shares for delivery in June.

2. The defendant knew that he ran the risk of having to accept shares, but was content to run the risk of having to do so, in the expectation and hope that the plaintiff would be able to so arrange matters as to render nothing but difference payable.

3. The plaintiff never contemplated the defendant taking delivery of the shares.

The case was heard by me on Tuesday last when I took time to consider. It was practically tried without pleadings, the endorsement on the writ does not set out the terms of the contract, or the contents of the Shanghai Stock Exchange relied on. The defence besides the allegation that this was a gaming and wagering contract, contains a general traverse of the liability and loss which the plaintiff must be taken to have suffered himself to have suffered (the action being by way of indemnity) and of his having performed any service which entitles him to indemnity.

By this plea the whole of the terms of the contract are in issue, and the manner in which it was carried out, as well as whether the contract is void under 8 and 9 Vict. c. 109.

The issues are therefore not sufficiently defined, and I shall, under Rule 123, frame the following issues of fact. I know that it is unusual to take a course at this stage, but in addition to what I have said the matter is of enormous importance, and my judgment may affect millions of money. I cannot do justice to the issues on the very meagre materials I have, and I shall therefore direct a further consideration of this matter and give leave to the parties to advance fresh evidence on the points other than those I have already found. The issues of fact are as follows:—

A. What are the terms of the contract between the plaintiff and the defendant?

B. What customs of the Shanghai Stock Exchange are alleged by the plaintiff to govern the contract? Had the defendant knowledge of them?

C. Did the plaintiff in fact purchase the shares which he undertook to purchase for the defendant? and if not, what was the contract made with the selling brokers?

D. Has the plaintiff paid any sum on account of liabilities incurred by him in consequence of the contract in this case?

E. What liabilities did the plaintiff incur (a) in purchasing shares on the Stock Exchange (b) at the time of the settlement in consequence of the defendant's contract and refusal to take delivery?

F. Has the plaintiff committed a breach of contract by refusing to sell shares when requested to do so by the defendant?

I may point out that the application of certain rules of the Stock Exchange in other cases does not necessarily bind the Court as between the present parties, and I would particularly direct counsel's attention to the case of *Robinson v. Mollett* and others reported in L. R., 7 H. L. 531. I shall deduce from my findings on the issues the legal position of the parties and their mutual rights and liabilities.

I may add, gentlemen, that I have carefully excluded from these issues anything but plain issues of fact. For instance, to make myself clear and for your information so that you may know what I want, take "B," for instance—"What customs of the Shanghai Stock Exchange are alleged by the plaintiff to govern the contract? Had the defendant knowledge of them?" There might be a further question, which, however, is a question of law which I have therefore not put. It is there, "Is the defendant to be bound by them although he did not know them?" That is a question of law to be deduced from the argument. I asked you when I handed you copies of these issues yesterday to consider whether there was anything further you wished, and I should be pleased to hear you.

Mr. Essendon said that he had no suggestion, but he would like to ask whether Counsel should assume that "E" was intended to cover the whole of the June settlement?

His Lordship: In so far as there are liabilities. Mr. Essendon: Any fact connected with that settlement which in our judgment would affect the relations of the parties?

His Lordship: It seems to me that unless the plaintiff has contracted a liability which is enforceable in law it would not be possible for him to enforce it against the defendant except in the absence of some special contract. That is not a ruling, but an opinion in order to guide you as to what you would be entitled to go into.

Mr. Jones said that his Lordship had referred to the fact that he handed Counsel copies of these issues the previous day. From that statement it might possibly be thought that the present proposal and the way in which the case should be dealt with was a matter of concurrence or consent on the part of Counsel. His Lordship had directed that the matter be dealt with in this way entirely as Judge, and did not consult the parties.

His Lordship: I have not consulted the parties on the subject.

Mr. Jones: But what I meant to say was that I had not concurred in this way of dealing with the case.

His Lordship: No.—N.C. Daily News.

LATEST STEAMER MOVEMENTS.

The I.G.M. str. *Prinz Eitel Friedrich* left Shanghai on the 15th instant, at 5 p.m., and may be expected here to-day at 6 a.m.

The P. & O. S. N. Co.'s str. *Namur* left Singapore for this port on the 15th instant, at 10 a.m., and is due here on the 20th instant, at about noon.

The C.F.R. Co.'s str. *Empress of Japan* arrived at Kobe at 8.30 a.m. on the 15th inst., and left again at noon same day for Yokohama, where she is due to arrive at noon on the 16th instant.

The M.M. str. *Tonkin*, with the French Mail of the 25th ultimo, and mails from London of the 24th ultimo, left Singapore on the 17th instant, at 4 p.m., and is expected to arrive here on the 24th instant, at daylight.

The P.M. str. *Wagolia*, which sailed from Hongkong on the 17th ultimo, arrived at San Francisco on the 15th instant.

THE INDO-CHINESE OPIUM TRAFFIC.

A UNITED CHRISTIAN APPEAL.

The following "United Christian Appeal for the Ending of the Indo-Chinese Opium Traffic" has been presented to the Churches and Christian communities throughout the British Empire.

We have received an appeal from an important representative conference on the opium evil, held at Edinburgh immediately following the World Missionary Conference, addressed to the Archbishops and Bishops of the Anglican Communion, and to the leaders of all the Protestant denominations in Great and Greater Britain, suggesting concerted action throughout the Empire on this momentous subject.

With the memorialists we recognize the gravity of the present crisis. We welcome also the assurance given in the highest quarters that it is engaging the serious attention of our leading statesmen. We recognize that with them must rest the ultimate solution of the financial problems involved, and we share the hope expressed by the World Missionary Conference "that the British Imperial and Indian Governments may be able to meet the financial difficulties created by the cessation of the opium revenue in a way that shall not increase the taxation of the mass of the people in India nor injure the Federated States concerned."

In view, however, of the moral issues at stake, and the effect of our national action on Christian missions in the Far East, we agree with the memorialists that the present situation constitutes an urgent need for the expression of Christian conscience, that nothing can justify continuance in an evil now so fully acknowledged.

We commend therefore the following suggestions to the attention of the Churches and congregations throughout the Empire; and while not wishing to dictate, shall rejoice if the Bishops feel able to recommend its adoption throughout their dioceses, and the Protestant bodies throughout their respective denominations.

1. That each parish or congregation, either directly, or by means of societies or meetings, be invited to adopt a memorial to the Home Government, in harmony with the recent recommendations of the Central Board of Missions of the Church of England, and with the findings of Commission VII. of the World Missionary Conference on the subject, asking—

(a) that China be formally released from Treaty obligations to admit opium; (b) that the connection of the Indian Government with the opium export trade be brought to an end.

2. That the occasion for this memorial be as near as possible to Monday, October 24th, that being the 50th anniversary of the ratification at Peking of the Treaty of Tientsin, under which the import of our Indian opium became for the first time legalized. If this date be found inexpedient, it is suggested that such action be at any rate taken before the close of the year.

3. That the incumbents or ministers of the various Christian Churches throughout the Empire be invited to preach (where practicable) a sermon on the previous Sunday, setting forth the very painful story of our opium relations with China in the past; the prejudicial influence on the cause of missions exercised by the traffic; the heroic effort of China, at vast pecuniary loss, alike to Government and people, to free herself from the opium curse; and the wrong on the part of Great Britain of continuance in that which Parliament has unanimously condemned as "morally indefensible."

4. That in connection with the Resolution of the Lambeth Conference of 1908, which "calls upon all Christian people to pray for the repression of the opium evil," special prayer be offered for the objects named above, and for the guidance of the nations in thus dealing with this prolific source of degradation and misery. For the glory of God and the honour of the name of Christ in China and the East, such prayer is earnestly asked for at home and abroad.

Lambeth Palace, S.E., August 3rd, 1910.

Dear Mr. Meyer, As the outcome of your recent letter to me and the interview which I have held with you and others upon the present position of the opium question, I write in accordance with promise, to say that I am in full accord with you in desiring that the subject should be kept before the public in England, and that people should, as occasion serves, be everywhere reminded of England's peculiar responsibilities in this anxious and difficult matter. No one can look with satisfaction, and few, I think, can look without a sense of national self-reproach, at even shame, at the record of our country's relations to the opium question. I am certain that at this moment our responsible statesmen, both in the India Office and the Foreign Office, are as anxious as any of us can be that right should be done, and that effect should be given as speedily as may be to the desire now widely entertained in China, and not less eagerly endorsed by us, that the traffic which has caused so much mischief should come to an end.

For the exact manner of bringing this about I am myself willing to rely primarily upon the efforts of the Statesmen to whom I have referred, but it will be an assistance to those who are promoting this righteous cause, both in China, India, and in England, if abundant evidence is given that public opinion in this country is strenuously on their side.

At the recent meeting of the Central Board of Missions of the Church of England emphatic expression was given to the conviction that the effectual repression of the opium evil will not be attained until—

(a) China is formally released from treaty obligations to admit opium.

(b) The connection of the Indian Government with the opium export trade is brought to an end.

(c) Measures of prohibition of opium, except for medicinal uses, are enforced throughout the Crown Colonies where the opium habit prevails.

A like opinion was expressed in connection with the recent Missionary Conference in Edinburgh, which contained representatives of different Churches and nationalities.

The whole subject can appropriately be brought before Christian people both in town and country by the clergy and ministers of religion and by others who have qualified themselves by effective study of the subject to give guidance and instruction to the public mind. I entirely approve of such wise and well-considered steps being taken as may facilitate this action, and thus help by the blessing of God towards bringing the evil to an end.

I am, yours very truly,

EDWARD CARSWELL.

Bishop of Exeter, York, August 10th, 1910. Dear Mr. Meyer, The present position of the opium question demands the earnest attention and action of Christian citizens. We have come to see the wrongness of our own attitude as a nation in the opium traffic. Unfortunately it is easier to see the wrong than to set it right. How this is to be done is a question which must be answered by the responsible Governments of India and of the

JUST BEING PUBLISHED.

NEW!

THE SOUL OF INDIA.

AN EASTERN ROMANCE BY O. SCHULTZKY.

PUBLISHED BY WM. SUSSERROTT.

BOOKSELLER TO H. R. H. THE GRAND DUKE OF MECKLENBURG, BERLIN W. 30.

The handsomely bound volume, containing 140 pages and one engraving, is obtainable through all book-stalls at 3/6, and in a cheaper binding at 2/8, or 2 rupees.

The stirring ethical and national exemplifications, founded on the author's most recent personal experiences amongst Indian and other Eastern nations, are pleasantly clad in the garb of a romance so as to produce a fascinating study enlarging the Knowledge—also in regard to that occult Indian faculty, which almost seems to initiate a new sense.

This modern English publication indicates a step forward in the political and physical evolution of humanity, and should be read by all those whose thoughts are apt to dive at times into the mysteries of creation. [1186]

Empire; and we have good reason to believe that they are anxious to answer it. But that it should be done and done as quickly as possible is a decision which ought to be asserted and maintained by all citizens who care for the honour of the nation, most of all by those who profess and call themselves Christians.

The duty is the more urgent because we cannot without additional shame hesitate to co-operate with what seems to be the genuine desires and efforts of the rulers of China. I cordially agree with you and those with whom you are acting that a special effort should be made to instruct and invite the Christian public opinion of the nation, so that it may strengthen the Government in pursuing a courageous policy of reparation.

Yours very truly, COSMO ENOCH.

WILLIAM ABRAHAM

J. F. DUBLIN, Archbishop of Dublin.

WILLIAM BOOTH, General of the Salvation Army.

W. H. BUCHAN, Primate of Scottish Episcopal Church.

J. K. CAMERON, Moderator of Free Church of Scotland.

W. CARLILE, Funder and Secretary of the Church Army.

HENRY THOMAS CHAPMAN, President of the United Methodist Church.

WILLIAM CLOUGH, President of the Wesleyan Reform Union.

ARTHUR HEATH, Principal, Moravian Missions College.

SAMUEL S. HENSHAW, President of the Primitive Methodist Conference.

JOHN HOSKINSON, President of the Wesleyan Conference.

C. SILVESTER HORNE, President of the Congregational Union.

J. WESTBURY JONES, President of the Counties of Huntingdon's Churches.

J. H. JOWETT, President of the National Free Church Council.

GEO. W. MACALPINE, President of the Baptist Union.

JAMES MELLIS, Moderator of the Presbyterian Church of England.

FRANK MACDONALD, Moderator of the General Assembly of the Church of Scotland.

J. HOWARD MURPHY, Moderator of the Presbyterian Church in Ireland.

OWEN PRYDS, Moderator of the Presbyterian Church of Wales.

HENRY LLOYD WILSON, Clerk of the Yearly Meeting of the Society of Friends.

JOHN YOUNG, Moderator of the United Free Church of Scotland.

THE DISCONTENTED ENGLISH WOMAN.

A JAPANESE VIEW.

Mr. H. Kanazawa, Professor of English at the Paris School, Tokyo, has addressed the following interesting letter to a London contemporary:—

We have a proverb in Japan: *Todai moto kurashi*—the darkest place is just below the candlestick. One can see the salient features of a thing better from a distance than when busy on the mountain itself. The rough view of a foreigner may have the merit of being in perspective.

Before I left my country a friend said to me: "Kanazawa, there is also the Women Suffrage movement; find why it is most developed in Anglo-Saxon countries that we admire so much."

This question is not yet a pressing one in Japan—if it does arise we shall have, as we have had before in many other matters, the experience of the West to guide us—but it seems to me to be the most important in England to-day, because it affects the relations between the sexes. If the vote were all that Englishwomen wanted this question would not be so important, but I think that "Votes for Women" is only one expression of the general discontent with the relationship between the sexes here.

English people forget that the relations between the sexes in their country is very peculiar. First of all, men and women do not enjoy themselves in each other's society so much as elsewhere. The men play games or sit in their clubs and smoking rooms by themselves; the lovers in the parks are silent, and have no pretty ways for each other; they hope only that friends will see them with girls in fine dress. In Japan there is no enjoyment for young people without the society of women. Our men are more immoral than the British, but we understand women better, and although we are sometimes brutal, we can please them when we like.

In the old days lack of appreciation of women did not matter; perhaps it was a good thing, it kept Englishmen moral and hard at work. But now strength only will not bring him a wife. For although Englishmen are not so much in need of female society they must desire a home. Therefore, my answer to my friend's question is that the Suffrage movement—which is aimed at law made by men—is due to a sub-conscious feeling of dissatisfaction with the general attitude towards women of Anglo-Saxon men. There is another cause, common to all Western countries, that is connected with it, and that explains why women can give now so much time and attention to political questions such as these.

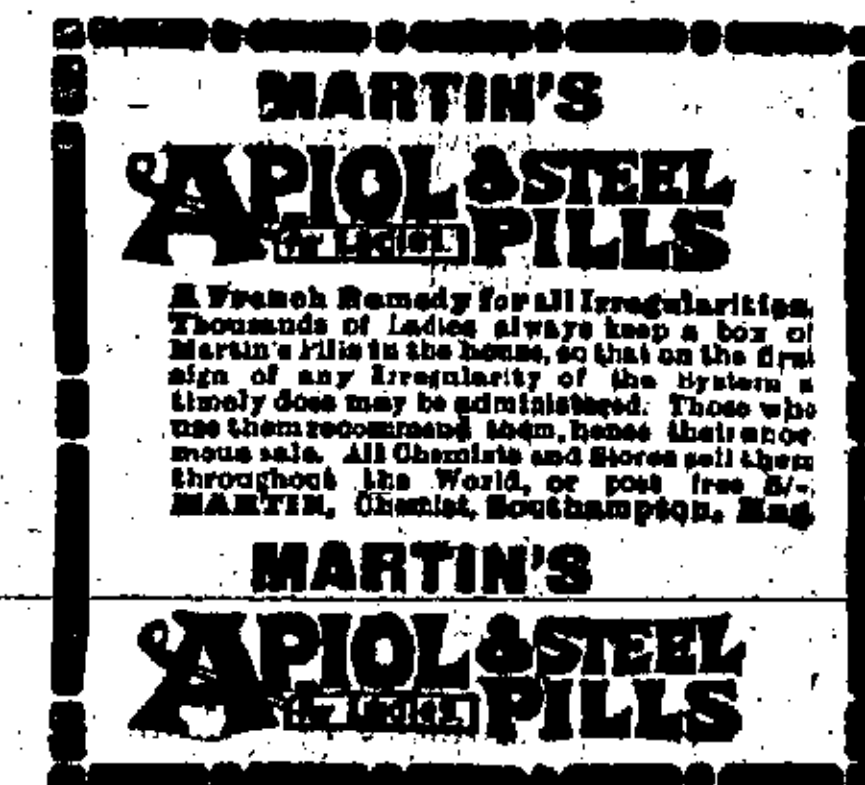
I will speak openly. You talk of the Yellow Peril. We have a saying, "Defeat comes from within." If there is a Yellow Peril you are turning it. Europeans suffer from over-refinement of a special kind. They banish from their thoughts and conversation everything relating to the physical side of existence; wealth, town life, European domestic architecture, &c., help to cover up all the processes of Nature, with the result that when the latter are forced on their attention they give women a shudder. This shudder is the Yellow Peril.

NAPIER JOHNSTONES' "SQUARE BOTTLE" WHISKY.

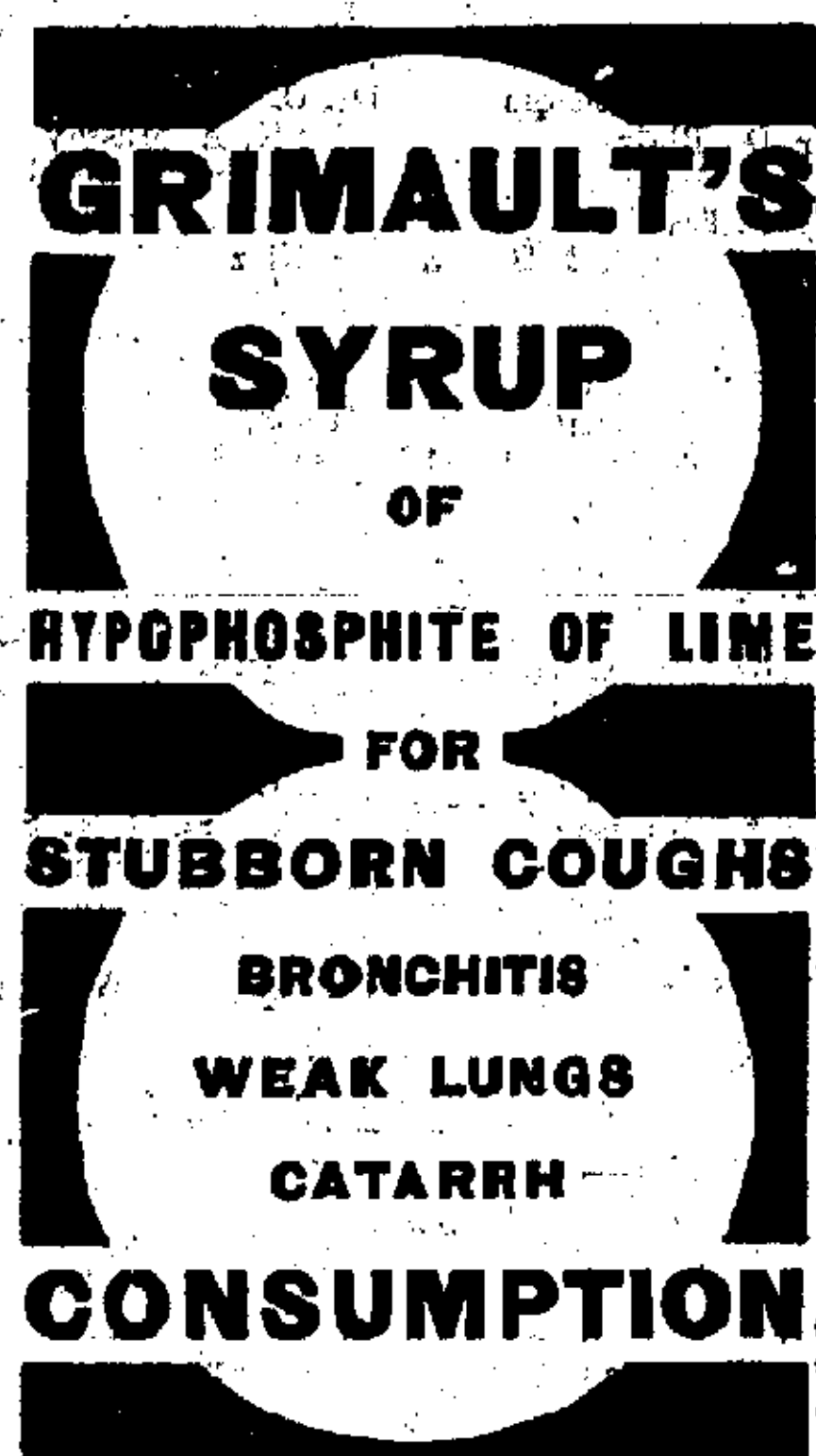


UNVARIED FOR 150 YEARS. THE SAME TO-DAY AS IN 1745. BEWARE OF IMITATIONS.

SOLE AGENTS IN HONGKONG: LANE, CRAWFORD & CO., and from ALL WINE MERCHANTS. [46]



DAVID GORSAR & SON'S MERCHANT NAVY NAVY BOLLED LONG FLAX RELIANCE CROWN TARPAILING ARNOLD, KARBURG & CO 15351 Sole Agents.



ON SALE. A TABLE OF THE RATES OF EXCHANGE AT HONGKONG FOR DEMAND DRAFTS ON BOMBAY On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver FROM 1893 TO 1905; ALSO RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (From 1900); and other Useful Information. PRICE: \$1 Cash. Ofn Sale at the "DAILY PRESS" Office, or Local Bookellers.

INTIMATIONS

CROSSLEY BROTHERS, LTD.
OPENSHAW, MANCHESTER.MAKERS OF:
GAS & OIL ENGINES,
MARINE ENGINES,
MOTORS & MOTOR
CARS,

GAS PLANTS

FOR

POWER

AND HEATING

PURPOSES, TO

WORK WITH ALL

KINDS OF FUEL

SUCTION

AND

PRESSURE SYSTEMS.

AMMONIA RECOVERY

PLANTS, &c.

HAVE ALREADY MANUFACTURED CLOSE UPON 70,000 ENGINES.

SEVERAL OF THESE ENGINES CAN BE SEEN NOW AT

WORK IN THE COLONY.

AGENTS FOR HONGKONG & SOUTH CHINA:

W. R. LOXLEY & CO.,

YORK BUILDINGS.

ON SALE.
THE DIRECTORY
AND
CHRONICLEFOR CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS,
MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, Etc.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Netherland India to Siberia, in which Europeans reside. Not only is the Directory a full and complete in each case as it can be made, but each Colony, Port, or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which will serve as accurate guides for the TOURIST, giving every detail in connection with the place, their History, Topography, &c., &c. The information in these descriptions, consisting of a hundred interesting articles, packed with facts concisely set out, and containing statistics of the Trade of each Country and Port, would alone suffice to fill a large volume. Royal Octavo—Complete with Fifteen Maps, and Plans, 1,688, \$10.00. Directory only, 1,300, \$6.00.

The Directories and Descriptions are of

The Directories and Descriptions are of										Dates, Postal Guide, Signal Codes, Chinese Festivals, Tables of Money, Weights and Measures, and other Commercial Information including:—																		
CHINA										TREATIES WITH CHINA																		
Peking	Shanghai	Canton	Shanghai	Shanghai	Shanghai	Shanghai	Shanghai	Shanghai	Shanghai	Great Britain:—	Nanking, 1842;	Tientsin, 1858;	Tientsin, 1858;	Tientsin, 1858;	Tientsin, 1858;	Tientsin, 1858;	Tientsin, 1858;	Tientsin, 1858;	Tientsin, 1858;									
Tientsin	Shanghai	Canton	Shanghai	Shanghai	Shanghai	Shanghai	Shanghai	Shanghai	Shanghai	1863; Tariff Agreement and Rules, 1859	Convention, 1859; Rules for Trade Investigation, 1859; Customs Salaries, 1859; Chinese, 1870, with Additional Article; Opium Convention, 1856; Chungking Convention, 1891	Tibet	Sikkim Convention, 1890; Burma Convention, 1897; Kowloon Extension, 1898	Shanghai, 1898; Convention, Commercial Treaties, 1904	Shanghai, 1902; Emigration Convention, 1904													
Shanghai	Shanghai	Canton	Shanghai	Shanghai	Shanghai	Shanghai	Shanghai	Shanghai	Shanghai	France:—	Tientsin, 1858; Convention, 1858; 1887	Tientsin, 1858; Conventions, 1880, 1887	1895; Frontier Trade Regulations	United States:—	Tientsin, 1858; Additional, 1863; Peking, 1860; Immigration, 1898	Commercial, 1898	Germany:—	Tientsin, 1861; Peking, 1861	Kinchow Convention, 1898; Railway Mining Concession, 1898	Japan:—	Shimonoseki, 1895; Liaoting Convention, 1895; Commercial, 1896; New P. Russia:—	Supplementary Commercial, 1903	1898;—	St. Petersburg, 1891; Russian Land Trade, 1891	Portugal, 1898; Commercial Treaty, 1904	FINAL PROTOCOL made between China and Eleven Powers, 1901		
JAPAN AND FORMOSA										TREATIES WITH JAPAN																		
Tokyo	Yokohama	Moji	Tsushima	Nagasaki	Kobe	Shimonoseki	Yokohama	Yokohama	Yokohama	Great Britain, 1854; Duties Convention, 1854	Russia:—	Amur, 1858; to Korea, 1875; to Japan, 1875; to Korea, 1875; to Japan, 1875	States, Extension Treaty, 1888; G. Britain (Alliance) 1905; Russia (P. Treaty) 1905															
EASTERN SIBERIA										TREATIES WITH COREA																		
Vladivostok	Yokohama	Moji	Tsushima	Nagasaki	Kobe	Shimonoseki	Yokohama	Yokohama	Yokohama	Japan, 1876; Japan Supplementary, 1876	Japan, 1901 and 1905; United States, 1880	Great Britain, 1895																
HONGKONG AND ITS DEPENDENCIES										TREATIES WITH SIAM																		
Macao	Yokohama	Moji	Tsushima	Nagasaki	Kobe	Shimonoseki	Yokohama	Yokohama	Yokohama	Great Britain, 1826; and 1829, P. 1829 and 1843; Japan, 1893; Russia, 1893	Great Britain and France, Siamese Frontier, 1893	Great Britain and Russia, Siamese Convention, 1893																
FRENCH INDO-CHINA:										CUSTOMS TARIFFS																		
Hanoi	Yokohama	Moji	Tsushima	Nagasaki	Kobe	Shimonoseki	Yokohama	Yokohama	Yokohama	China, Japan, Siam, Corea.																		
Haiphong	Yokohama	Moji	Tsushima	Nagasaki	Kobe	Shimonoseki	Yokohama	Yokohama	Yokohama																			
Tonkin Provinces	Yokohama	Moji	Tsushima	Nagasaki	Kobe	Shimonoseki	Yokohama	Yokohama	Yokohama																			
PHILIPPINES										TRADE REGULATIONS																		
Manila	Yokohama	Moji	Tsushima	Nagasaki	Kobe	Shimonoseki	Yokohama	Yokohama	Yokohama	Orders in Council for Government of H.B. Subjects in China and Corea, and in the																		
Batavia	Yokohama	Moji	Tsushima	Nagasaki	Kobe	Shimonoseki	Yokohama	Yokohama	Yokohama	Subjects in China and Corea, and in the																		
Buitenzorg	Yokohama	Moji	Tsushima	Nagasaki	Kobe	Shimonoseki	Yokohama	Yokohama	Yokohama	Subjects in China and Corea, and in the																		
NETHERLANDS INDIA										LEGAL DOCUMENTS																		
Amboyna	Yokohama	Moji	Tsushima	Nagasaki	Kobe	Shimonoseki	Yokohama	Yokohama	Yokohama	It was years ago universally pronounced																		
Amboyna	Yokohama	Moji	Tsushima	Nagasaki	Kobe	Shimonoseki	Yokohama	Yokohama	Yokohama	to be the cheapest way of the kind any																		
Amboyna	Yokohama	Moji	Tsushima	Nagasaki	Kobe	Shimonoseki	Yokohama	Yokohama	Yokohama	published, and although very much																		
Amboyna	Yokohama	Moji	Tsushima	Nagasaki	Kobe	Shimonoseki	Yokohama	Yokohama	Yokohama	and improved in every way, the price in																		
Amboyna	Yokohama	Moji	Tsushima	Nagasaki	Kobe	Shimonoseki	Yokohama	Yokohama	Yokohama	is now below the equivalent of £1 5s, at																		
Amboyna	Yokohama	Moji	Tsushima	Nagasaki	Kobe	Shimonoseki	Yokohama	Yokohama	Yokohama	it was originally published.																		
Amboyna	Yokohama	Moji	Tsushima	Nagasaki	Kobe	Shimonoseki	Yokohama	Yokohama	Yokohama	It is published by the Office of the																		
Amboyna	Yokohama	Moji	Tsushima	Nagasaki	Kobe	Shimonoseki	Yokohama	Yokohama	Yokohama	Home Press, and can be had from, and																		
Amboyna	Yokohama	Moji	Tsushima	Nagasaki	Kobe	Shimonoseki	Yokohama	Yokohama	Yokohama	sent through the principal																		
Amboyna	Yokohama	Moji	Tsushima	Nagasaki	Kobe	Shimonoseki	Yokohama	Yokohama	Yokohama	books in Asia and through:—																		
Amboyna	Yokohama	Moji	Tsushima	Nagasaki	Kobe	Shimonoseki	Yokohama	Yokohama	Yokohama	LONDON "Hongkong Daily Press"																		
Amboyna	Yokohama	Moji	Tsushima	Nagasaki	Kobe	Shimonoseki	Yokohama	Yokohama	Yokohama	131, Fleet Street, E.C.																		
Amboyna	Yokohama	Moji	Tsushima	Nagasaki	Kobe	Shimonoseki	Yokohama	Yokohama	Yokohama	LONDON Mr. F. Alger, 11, Clement																		
Amboyna	Yokohama	Moji	Tsushima	Nagasaki	Kobe	Shimonoseki	Yokohama	Yokohama	Yokohama	LONDON Messrs. G. Street & Co.																		
Amboyna	Yokohama	Moji	Tsushima	Nagasaki	Kobe	Shimonoseki	Yokohama	Yokohama	Yokohama	30, Cornhill, E.C.																		

SHIPPING.

ARRIVALS.

BINGO MARU, Japanese str., 3873, S. J. G. Parsons, 16th Oct.—Singapore 10th Oct., General—Nippon Yusen Kaisha.
 CARL DIEDERICHSEN, German str., 774, Chr. Jürgensen, 16th Oct.—Quang Chow Wan 15th Oct., General—Jensen & Co.
 CHINA, Austrian str., 3803, P. Pavisch, 17th Oct.—Trieste 27th August and Singapore 10th Oct., General—Sander, Wieler & Co.
 CHOWFA, German str., 1115, T. Heyenger, 17th Oct.—Bangkok 8th and Swatow 10th Oct., Rice and Wood—Butterfield & Swire.
 GLENFALLOCH, British str., 1435, J. Mason, 17th October—Singapore 11th October—General—Joo Tok Seng.
 JAPAN, British str., 5000, H. W. A. Clark, R.N.E., 17th Oct.—Singapore 11th October, General—P. & O. S. N. Co.
 LAERTES, British str., 1340, Frampton, 17th October—Saigon 12th October, Rice and General—Chinese.
 RAJAURI, German str., 1898, H. Brower, 17th Oct.—Bangkok 8th October, General—Butterfield & Swire.
 RUBI, British str., 1618, E. Rodger, 17th October—Manila 14th October, General—Shevan, Tomes & Co.
 VESTROB, Norwegian str., 1172, Bertelsen, 16th Oct.—Bangkok 5th and Hoibow 15th Oct., General—China-Siam S. N. Co., Ltd.
 YUENSANG, British str., 1128, P. H. Rolfe, 17th Oct.—Manila 14th Oct., General—Jardine, Matheson & Co.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
 17th October.

Bingo Maru, Japanese str., for Shanghai.
 Childer, German str., for Swatow.
 Hatching, British str., for Bangkok.
 Hongkong, French str., for Haiphong.
 Locksaw, German str., for Bangkok.
 Mackay, German str., for Bangkok.
 Peking, Swedish str., for Shanghai.
 Pitanulok, German str., for Swatow.
 Prin Waldemar, German str., for Yokohama.
 Sikh, British str., for Shanghai.

DEPARTURES.

17th October.
 ARRATOON APCAR, British str., for Shanghai.
 CHINUA, British str., for Canton.
 KALGAN, British str., for Canton.
 SINRIA, American str., for Manila.

SHIPPING REPORTS.

The British str. Glenfalloch reports: Mod. N.E. winds, heavy swell from N.E. to Bombay Reef; thence light N.E. sea to port.

VESSELS IN DOCK.

September 26th.
 TAIKOO DOCK.—Union.

VESSELS EXPECTED.

THE AMERICAN MAIL.
 The P.M. str. China is due here to-day between 6 and 9 a.m.
 The P.M. str. Manchuria left Yokohama on the 15th inst. en route for Hongkong, and is due to arrive at this port on the 24th instant.
 The T.K.K. str. China Maru sailed from San Francisco on the 4th inst. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 1st prox.
 The P.M. str. Asia left San Francisco on the 11th instant en route to Hongkong, via Honolulu, Japan and Shanghai, and is due to arrive at this port on the 8th prox.
 THE CANADIAN MAIL.
 The C.P.R. Co.'s str. Montague arrived at Shanghai at 5 p.m. on the 15th inst., and left again at midnight on Saturday for Hongkong, where she is due to arrive this evening.
 The C.P.R. Co.'s str. Empress of China arrived at Shanghai at 9.30 p.m. on the 16th inst., and left again at 7 p.m. on Monday for Hongkong, where she is due to arrive at 9 a.m. on the 20th instant.

THE GERMAN MAIL.
 The I.G.M. str. Prinzess Alice, carrying the German Mails with dates from Berlin of the 21st ultimo, left Singapore on the 15th inst., at 10 a.m., and may be expected here to-morrow at 3 p.m.

THE INDIAN MAIL.
 The Indo-Chinese str. Fookang left Calcutta for this port via the Straits on the 10th inst., and may be expected here on or about the 26th instant.

THE AUSTRALIAN MAIL.
 The E. & A. str. Empire from Sydney, &c., left Port Darwin on the 11th inst. for Timor, Manila and this port.

MERCHANT STEAMERS.
 The H.A. Line str. Bengambia left Singapore on the 12th inst. a.m., and may be expected here to-day p.m.

The Barber Line str. Suruga sailed from New York on the 21st ultimo for Hongkong, via the Straits.

The T.K.K. str. Hongkong Maru sailed from Calcutta on the 3rd instant for this port, via the usual ports of call.

The Barber Line str. Shimosa sailed from New York on the 6th instant for Hongkong via the Straits.

The G.N. str. Minnesota left Kobe for this port via Nagasaki and Manila on the 8th inst., and is expected here on the 21st instant.

The O.S.K. str. Chicago Maru from Tacoma left Yokohama for this port via Kobe, Nagasaki and Manila on the 9th instant, and is expected here on or about the 23rd instant.

The Eng Hok Fong S.S. Co.'s str. Persia sailed from Guaymas, Mexico, on the 27th ult. p.m., and is due here on or about the 25th inst.

The Swedish East Asiatic str. Canton left Port Said on the 12th instant, and is expected to arrive here on the 11th prox.

PASSENGERS.

ARRIVED.

Per China, from Trieste, &c., Miss Pemberton, Mrs. Hooper and Mr. Novice.
 Per Kuenang, from Manila, Messrs. Edward, Mullens, Leon, Aguilar and L. W. Abcon, Mr. and Mrs. W. W. Borton.

DEPARTED.
 Per Siberia, for Manila, &c., Mr. Lee Toms, Mr. and Mrs. H. C. Ehrenfels, Hon. L. Osario, Dr. M. Reichard, Mr. and Mrs. F. E. White, Mrs. C. B. Hager and infant, Master B. Hager, Miss E. Hager, Mrs. A. J. Francis, Miss A. Tennott, Mr. and Mrs. S. M. Jones and infant, Master A. Jones, Miss E. Jones, Mr. P. H. Frank, Mr. and Mrs. E. G. Eastwick, Mr. R. P. Soloway and wife, Mr. B. C. Howard, Mrs. Sydney Smith, Mr. S. Smith, Mr. C. A. Damm, Mr. W. H. Burth, Mrs. G. P. Jordan, Mr. and Mrs. E. C. Knox.

CANADIAN PACIFIC RAILWAY CO'S

ROYAL MAIL STEAMSHIP LINE.
"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only line that maintains a Regular Schedule Service of 2 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong. "EMPRESS OF CHINA" SAT., 29th Oct. "MONTEAGLE" TUESDAY, 8th Nov.
 From Quebec. "ALLAN LINE" FRIDAY, 25th Nov.
 From St. John, N.B. "EMPRESS OF BRITAIN" FRI., 16th Dec. "ALLAN LINE" FRIDAY, 13th Jan. "ALLAN LINE" FRIDAY, 10th Feb.

"Empress" Steamships leave HONGKONG at 7 A.M. "Monteagle" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN or QUEBEC with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPRESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus. via Canadian Atlantic Ports or New York £71.10 Hongkong to London, 1st Class. Intermediate on Steamers. £43. " £46. and 1st Class Railway. " £43. " £46.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Fodder Street and Praya, opposite Blake Pier.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON 1911.

PROPOSED SAILINGS OF MAIL STEAMERS FOR MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (1 day later)
Steamer Tons	1 P.M. SATURDAY	Steamer Tons	SATURDAY	FRIDAY
DELHI 8000	February 4	MANTUA 11000	March 4	March 10
ARCADIA 7000	February 18	MALWA 11000	March 18	March 24
ASSAYE 7500	March 4	MAEDONIA 10500	April 1	April 7
MARMORA 10500	March 18	(Through Steamer calling at Bombay)	April 15	April 21
DEVANHA 8000	April 1	MOLDAVIA 10000	April 29	May 5
DELHI 8000	April 15	MONGOLIA 10000	May 13	May 19
ASSAYE 7500	April 29	MORRA 10000	May 27	June 2
DELTA 8000	May 13	MOOLTAN 10000	June 10	June 16

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of booking.

FARES TO LONDON (Including Surcharge): 1st SALOON £11.10 SINGLE. £16.14 RETURN. £48.8 2nd £7.12

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR LONDON

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Due LONDON
• SUNDIA Tonnage 4700	January about 25	March about 11
• NUBIA 4700	February 8	March 23
• SYLLA 5660	March 8	April 24
• NORE 6700	March 22	May 8
• PALAWAN 4700	April 5	May 22
• BORNEO 4600	April 19	June 5
• SICILIA 6700	May 3	June 19
• SUMATRA 4600	May 31	July 17
• NILE 6700	June 14	July 31

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES FARES TO LONDON (Including Surcharge):

1st SALOON £55.0 SINGLE. £82.10 RETURN. 2nd £38.10 " £57.4

• Carry 1st and 2nd Saloon Passengers. For further Particulars, apply to—

"002] E. A. HEWETT, SUPERINTENDENT.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, VANCOUVER, B.C. & SEATTLE

VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	To Sail on or About.
• KUMERIC	6,232	G. B. McGUIRE	20th October.
• AYMERIC	4,362	J. Boyd	20th November.

Calling at Amoy and Keelung if sufficient inducement offers.

• These Steamers are specially fitted for the carriage of Asiatic Steamer Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED, GENERAL AGENTS, QUEEN'S BUILDINGS.

Hongkong, 9th September, 1910. 8

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION. STEAMERS. DATE OF SAILING.
 SHANGHAI, KOBE, YOKOHAMA & MOJI "PEKING" On 18th October.
 SHANGHAI & YOKOHAMA "CANTON" On 11th November.
 COPENHAGEN "PEKING" On 25th November.
 For Freight and Further Particulars, apply to TELEPHONE No. 171.

OLOF WIJK & CO., CHINA AGENCIES, AKTIEBOLAG. Hongkong, 13th October, 1910. [1085]

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL.
SHANGHAI, KOBE & YOKOHAMA	"TONKIN" Capt. Charbonel	On 24th Oct., P.M.
MARSEILLES VIA PORTS	"OCEANIE" Capt. Bellier	On 25th Oct., 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"ERNEST SIMONS" Capt. Girard	On 7th Nov., P.M.
MARSEILLES VIA PORTS	"DUMBEA" Capt. Reboulet	On 8th Nov., 1 P.M.

Transshipping on the Co.'s Steamers at Singapore for Malacca, at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. THOMAS, AGENT, Queen's Building. 2

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	Tons	TO SAIL.
YOKOHAMA & KOBE	"PRINZ WALDEMAR," Capt. F. Isenke	6,100	About 18th October.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"PRINZ EITELFRIEDRICH," Capt. F. Prosch	16,000	Wed'ay, 19th Oct., at Noon.
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"PRINZESS ALICE," Capt. P. Grosch	20,300	About 19th Oct.
KUDAT and SANDAKAN	"BORNEO," Capt. F. Sembill	5,050	End of October.
MANILA, Y.A.P., MARONI, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ WALDEMAR," Capt. F. Isenke	6,100	Saturday, 5th Nov., at Daylight

(All the Steamers on the European Line are fitted with Wireless Telegraphy New System of Telefunken.)

For further Particulars, apply to

NORDDEUTSCHER LLOYD, MELOHRS & Co.,

GENERAL AGENTS HONGKONG & CHINA. 5

Hongkong, 17th October, 1910.

PASSENGER SEASON 1911.

IN 25 DAYS TO ITALY BY THE MAGNIFICENT N.D.L. LINERS:

"PRINZESS ALICE"	20,300	ON MARCH 22ND.
Capt. F. Grosch.		
"LUETZOW"	17,300	ON APRIL 5TH.
Capt. ...		
"KLEIST"	17,000	ON APRIL 19TH.
Capt. O. Parnke.		

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

• Fitted with Wireless Telegraphy. Early booking recommended. For Particulars, apply to

MELOHRS & Co., GENERAL AGENTS. [1062]

Hongkong, 15th September, 1910.

HONGKONG—NEW YORK.



AMERICAN ASIATIC STEAMSHIP CO. For NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to call at the Malabar Coast.)

"INDEVELL" {SATURDAY, 22nd October.

For freight and further information apply to— SHEWAN, TOMES & Co., General Agents. Hongkong, 13th October, 1910. [1130]

REGULAR STEAMSHIP SERVICE. (WITH LIBERTY TO CALL AT MALABAR COAST.)

PROPOSED SAILINGS FROM HONGKONG.

For NEW YORK. S.S. "LOTHIAN" On or about 29th Oct. For Freight and further information, apply to DODWELL & Co., Ltd., Agents. Hongkong, 14th October, 1910. [1172]

For Demand Drafts on London on the day of or preceding the departure of the English Mail; also Table of the Yearly Approximate Averages for 36 years

FROM 1874 TO 1909.

Price—\$2 Cash—On sale at the "DAIKI" Press' Office, or Local Booksellers.

VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"CHINA," Captain Pavisch, will leave for the above place TO-MORROW, the 19th inst., at 2 P.M.

This Steamer has capital accommodation for passengers. Electric light, carries a doctor and stewardess.

For Freight or Passage, apply to SANDER, WIELER & Co., Agents, Prince's Building, Hongkong, 18th October, 1910. [3]

For SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Bangkok, Madras and Mauritius.)

THE Steamship

"GREGORY APCAR," Captain S. H. Bolson, will be despatched for the above Ports on THURSDAY, the 20th inst., at NOON.

For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents, Hongkong, 18th October, 1910. [1168]

For SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Bangkok, Madras and Mauritius.)

THE Steamship

"KUMERIC," FROM HONGKONG.

ON THURSDAY, THE 20TH OCTOBER, FOR VANCOUVER DIRECT.

To be followed by

AYMERIC ... 20th Nov.

SUVERIC ... 15th Dec.

OCEANO ... 17th Jan. 1911.

KUMERIC ... 9th Febr. "

Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada and United States and to the West Indies.

For further information regarding rates of freight, etc., apply to

SANDER, WIELER & Co., Agents, Prince's Building, Hongkong, 1st October, 1910. [3]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the BRITISH, SOUTH AFRICA, PERSIAN GULF, INDIA, BLACK SEA, LEVANT, VENICE, and ADRIATIC PORTS).

THE Company's Steamship

"AUSTRIA," Captain Raschke, will be despatched as above on WEDNESDAY, 26TH OCT., P.M.

This Steamer has capital accommodation for passengers, electric light, electric fan in all cabins, and carries a doctor.

For Information as to Passage and Freight apply to

SANDER, WIELER & Co., Agents, Prince's Building, Hongkong, 1st October, 1910. [3]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DEVANHA," Captain H. Powell, carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 23rd October, 1910, at NOON, taking passengers and Cargo for the above ports in connection with the Company's s.s. "MALWA," 10,883 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "MALWA," due in London on the 10th December, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent, Hongkong, 17th October, 1910. [1]

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE and YOKOHAMA	JAPAN	About 18th Oct.	Freight only.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NOBE	10 A.M., 19th Oct.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NAMUR	10 A.M., 21st Oct.	Freight and Passage.
SHANGHAI	ARCADIA	About 28th Oct.	Freight and Passage.
LONDON via USUAL PORTS OF CALL	DEVANHA	Noon, 29th Oct.	See Special Advertisement.

For Further Particulars, apply to

E. HEWETT,
Superintendent

Hongkong, 18th October, 1910

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SWATOW & AMOY	"NINGBO"	On 18th Oct., Noon.
MANILA	"TAMING"	On 18th Oct., 4 P.M.
SHANGHAI	"CHINHUA"	On 20th Oct., 4 P.M.
SHANGHAI	"ANHUI"	On 22nd Oct., M'night
LOILO & CEBU	"SUNGKANG"	On 25th Oct., 4 P.M.
MANILA	"TEAN"	On 25th Oct., 4 P.M.
SWATOW, CHEFOO & TIENTSIN	"KUBICHO"	On 25th Oct., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly:

SS. "LINTAN" and SS. "SANUI"
AUSTRIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon. leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

FAST SCHEDULE TWIN SCREW STEAMERS "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN. TELEPHONE 36
For Freight or Passage apply to—
HONGKONG, 18th October, 1910

BUTTERFIELD & SWIRE,
AGENTS.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOCK

PROJECTED SAILINGS FROM HONG KONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
COPENHAGEN	"TRANQUEBAR"	On 27th October.
SHANGHAI, YOKOHAMA and KOBE "SIAM"		On 6th December.

For further Particulars apply to
HONGKONG, 11th October 1910MELOCHERS & CO.,
AGENTS.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COASTPORTS

HIGHEST CLASS, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR
SWATOW, AMOY AND FOOCHEW
AND RETURN.

Occupying 9 to 10 Days.

STEAMSHIPS	CAPTAIN	LEAVING.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 19th Oct., at 11 A.M.
"HAITAN"	Capt. J. W. Evans	FRIDAY, 21st Oct., at 11 A.M.
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 25th Oct., at 11 A.M.

For SWATOW AND RETURN.

(Occupying 3 Days).

HAIMUN	Capt. A. H. Stewart	WED'DAY, 19th Oct., at 11 A.M.
--------	---------------------	--------------------------------

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
For Freight and Passage apply to—
HONGKONG, 15th October 1910.

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
MANILA	"YUENSANG"	Friday, 21st Oct., 4 P.M.
TIENTSIN	"CHIPSANG"	Saturday, 22nd Oct., Noon
SHANGHAI, KOBE & MOJI	"FOOKSANG"	Friday, 28th Oct., Noon
MANILA	"LOONGSANG"	Friday, 28th Oct., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Saturday, 29th Oct., Noon

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 215, Sub. Exch. 4.
For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGER

Hongkong, 18th October, 1910.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).

SS. BUYO MARU	10,500 tons gross	Sail Oct. 22nd, at Noon.
SS. HONGKONG MARU	11,000 "	Dec. 21st, at Noon.
SS. KIYO MARU	1,200 "	About Mid. Feb. 1911

For particulars apply to

N. YAMADA, Acting Manager.
TOYO KISEN KAISHA, King's Building.
4031

Hongkong 1st September, 1910.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	HIBANO MARU Capt. H. Fraser	9,000	WED'DAY, 26th Oct., at Daylight
	TANGO MARU Capt. A. Christensen	8,000	WED'DAY, 9th Nov., at Daylight
	KAMO MARU Capt. F. L. Sommer	9,000	WED'DAY, 23rd Nov., at Daylight
VICTORIA B.C. & SEATTLE	SADO MARU Capt. S. Horiuchi	7,000	SATURDAY, 5th Nov., from Kobe
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA, and YOKOHAMA	TAMBA MARU Capt. K. Sato	7,000	TUESDAY, 8th Nov., at Noon
	AWA MARU Capt. S. Ishikawa	7,000	TUESDAY, 6th Dec., at Noon
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 28th Oct., at Noon
	KUMANO MARU Capt. M. Winkler	6,000	FRIDAY, 25th Nov., at Noon
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. M. Winkler	6,000	WED'DAY, 26th Oct., at Noon
YOKOHAMA	KAWACHI MARU Capt. H. Petersen	7,000	SUNDAY, 23rd October
BOMBAY via SINGAPORE, and COLOMBO	CEYLON MARU Capt. Fred. Pyne	6,000	WED'DAY, 26th Oct., P.M.
KOBE and YOKOHAMA	AKI MARU Capt. K. Homma	7,000	THURSDAY, 27th Oct., at 5 P.M.

Fitted with New System of Wireless Telegraphy. * Cargo only. * Carries Deck Passengers.

PASSENGER SEASON, 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

TO MARSEILLES AND LONDON VIA SUEZ CANAL.

Steamers.	Tons.	Leave H.K.	RATES OF PASSAGE.
MIYASAKI MARU	9000	15th Feb.	1st Class S Y. 550.00
KITANO	9000	1st Mar.	" " " R 825.00
IYO	7000	15th "	" " " 2nd Class S 360.00
HIBANO	9000	29th "	" " " R 540.00
TANGO	8000	12th April	" " " old str. 1st Class S 500.00
KAMO	9000	26th "	" " " " 750.00
AKI	7000	10th May	" " " 2nd Class S 330.00
MISHIMA	9000	24th "	" " " R 495.00

VICTORIA, B.C., & SEATTLE, WASH., U.S.A.

Steamers.	Tons.	Leave H.K.	RATES OF PASSAGE.
AWA MARU	7000	28th Feb.	To Pacific Coast Common Points: 1st Class S 430
INABA	7000	28th Mar.	" " " 2nd Class S 421
TAMBA	7000	25th April	To London via New York: 1st Class S 460
AWA	7000	23rd May	" " " via St. Lawrence: 1st Class S 459

For further information as to Freight, Passage, Sailings, &c., apply at

T. KUSUMOTO,
MANAGER.

Hongkong, 7th September, 1910.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE
RUBI	2540	R. Rodger	Manila	On 22nd Oct., Noon.
ZAFBI	2540	A. Fraser	Manila	On 29th Oct., Noon.

For Freight or Passage apply to
HONGKONG, 9th October, 1910SHEWAN, TOMES & Co.,
General Managers.

HAMBURG-AMERIKA LINIE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

HOMeward.

FOR SINGAPORE, KOBE & YOKOHAMA:	FOR HAVRE & HAMBURG:
SS. SENEGAMBIA ... 21st Oct.	SS. C. FRED. LAEISZ 24th Oct.
SS. SUEVIA ... 4th Nov.	FOR ROTTERDAM, HAMBURG & ANTWERP:
SS. WESTPHALIA ... 17th Nov.	SS. BELGRAVIA ... 3rd Nov.
SS. ARABIA ... 18th Nov.	FOR MARSEILLES, HAMBURG & ANTWERP:
SS. SCANDIA ... 1st Dec.	SS. ARMENIA ... 9th Nov.
SS. BRISGAVIA ... 16th Dec.	FOR HAVRE & HAMBURG:
SS. SLAVONIA ... 30th Dec.	SS. SENEGAMBIA ... 18th Nov.
	FOR ROTTERDAM, HAMBURG & ANTWERP:
	SS. SILVIA ... 20th Nov.
	MARSEILLES, HAVRE & HAMBURG:
	SS. SUEVIA ... 30th Nov.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 14th October 1910.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND
RAILWAY AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.
(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via MOJI, KOBE and YOKOHAMA	"CHICAGO MARU" Capt. —	6,182	WED'DAY, 2nd Nov., at Noon
	"TACOMA MARU" Capt. —	6,178	WED'DAY, 30th Nov., at Noon

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for stowage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
ANPING via SWATOW & AMOY	"SOSHU MARU" Capt. —	WED'DAY, 26th Oct., at 10 A.M.
SHANGHAI via SWATOW, AMOY & FOOCHEW	"BUJUN MARU" Capt. —	THURSDAY, 27th Oct., at 10 A.M.
TAMSUI via SWATOW & AMOY	"DAIGH MARU" Capt. —	SUNDAY, 23rd Oct., at 10 A.M.

CHEAPEST THROUGH PASSAGE to NANKING, in connection with The Nippon Yusen Kaisha's Steamers at Shanghai, for The NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st CLASS.	2nd CLASS.	3rd CLASS.
\$73.00	\$55.00	\$27.00.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

708]

S. HIROI,
MANAGERTHOS. COOK & SON,
TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS OF 1910, AND THE ANGLO-JAPANESE EXHIBITION OF 1910.

Head Office for the Far East:—
15, DES VUEUX ROAD,
662] HONGKONG.

Japan Office:
32, WATER STREET,
YOKOHAMA.

O. B. ICE

Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

ORIENTAL BREWERY, LTD.,

BREWERS AND MANUFACTURERS OF ICE,

DEPOT: 55 & 57, DES VUEUX ROAD.

1537

"HONGKONG DAILY PRESS"
PUBLICATIONS.

DIRECTORY AND CHRONICLE OF THE FAR EAST ... \$10.00	FROM HONGKONG TO CANTON, BY THE PEARL RIVER—A Book for the Globetrotter, by Capt. C. V. LLOYD, with Maps and Illustr. \$1.75
CHILDREN OF FAR CATHAY ... 6.00	HONGKONG WEEKLY PRESS, half yearly vol. bound ... 7.50
Social and Political Novel, by C. J. Talcombe ... 3.50	FIFTY YEARS ANGLO-CHINESE CALENDAR, 1864 to 1913 ... 2.00
THE JUBILEE OF HONGKONG, being an Historical Sketch to which is added an Account of the Celebrations in 1891 ... 1.00	RATES OF EXCHANGE AT HONGKONG, English Mail days 1874 to 1909 ... 2.00
THE HONGKONG TYPHOON, Sept. 18th, 1906, Illustrated Account ... 0.50	BOMBAY RATES OF EXCHANGE AT HONGKONG, English Mail Days 1893 to 1906 ... 1.00
TEMPORARY MINING REGULATIONS IN CHINA ... 0.50	CALLED OUT: or the Chung Wang's Daughter, an Anglo-Chinese Romance, by Chas. J. H. Halcombe ... 2.00
HONGKONG HANDBOOK REPORTS OF THE MEETINGS OF THE LEGISLATIVE COUNCIL, Published Annually ... 3.00	SKETCH OF THE WEST RIVER ... 0.20
MOUNTINGS OF NAVAL GUNS and their Subsequent Use with the Lady Smith Relief Column ... 1.00	PLAN OF VICTORIA ... 1.00
WARRIORS OF THE MERCHANT NAVY, by J. E. Featherstonhaugh ... 1.00	" " KOWLOON ... 0.75
POLITICAL OBSTACLES TO MISBINARY SUCCESS IN CHINA ... 0.25	" " PEAK ... 0.75
TRADE MARK REGULATIONS IN CHINA ... 0.25	" " NEW TERRITORY ... 0.75
	" " CANTON ... 0.50
	POWER OF ATTORNEY FORM ... 0.25
	MAIL TABLES for 1910 ... 0.30 & 0.20

